

Appendix D

Project Newsletters

Fall 2010 – The Link, Volume 1

- **Newsletter**



The Link

Fall 2010 • Volume 1 • Number 1

PROGRESS REPORT ON CLEVELAND'S OPPORTUNITY CORRIDOR

What is the Opportunity Corridor and what is its purpose?

ODOT and the FHWA, in cooperation with the City of Cleveland and Greater Cleveland Partnership (GCP), are developing the Opportunity Corridor Transportation Study.

ODOT and FHWA are responsible for the planning and design of the transportation facility and are coordinating closely with the City of Cleveland and GCP to establish a vision for future land use and potential economic development opportunities in the project study area and beyond.

The Opportunity Corridor study area is shown on page 3 of this newsletter.

The purpose of the Opportunity Corridor Project, which was developed in collaboration with local stakeholders and public officials, is to:

- Create a transportation infrastructure to improve access to the southeast section of Cleveland and its eastern suburbs;
- Connect University Circle to the interstate system; and
- Support the revival and redevelopment of large tracts of vacant industrial and residential land.

As currently envisioned, the Opportunity Corridor would be a 3.5-mile boulevard connecting Interstate 490 at East 55th Street and Interstate 77 on its west end to East 105th Street at Chester Avenue in the University Circle area on its east end.

The multi-lane boulevard would have traffic signals, a median and accommodations for pedestrians and bicyclists.

The sample boulevard rendering and typical section shown to the right, should help visualize the physical characteristics of a typical boulevard.

What Public Meetings are scheduled for the Opportunity Corridor?

The Ohio Department of Transportation (ODOT) will conduct six public meetings in the beginning of October 2010 to engage local residents, businesses and other stakeholders in the Opportunity Corridor project planning process.

The meetings will be conducted at various locations within a one-week period to maximize the opportunity for public participation. Exhibits and formal presentations will be the same at all meetings.

The presentations will summarize the engineering and environmental analyses completed since the previous public meetings in September 2009. They also will identify the alternatives recommended for further study in the next step of ODOT Project Development Process (PDP).

The meetings will be held in an open house format to allow Opportunity Corridor area residents and others to view exhibits and ask questions of the project study team, including ODOT, Federal Highway Administration (FHWA) and the consultant staff.

A formal presentation will also be made, which will include an overview of the findings of the work completed since the last public meetings.

Afterward, the public will have the opportunity to comment about the project via an open microphone session. Verbal comments will be limited to three minutes or less. They will be recorded and transcribed into the official project record. Following the open microphone session, the public can review exhibits and ask additional questions of the project study team.

MEETING #1

Tuesday, October 5
Mt. Sinai Baptist Church
7510 Woodland Avenue
6:00 p.m. to 8:00 p.m.
Presentation: 6:30 p.m.

MEETINGS #2 AND #3

Wednesday, October 6
Kenneth L. Johnson
Recreation Center
9206 Woodland Avenue
#2 Time: 8:00 to 10:00 a.m.
Presentation: 8:30 a.m.
#3 Time: 11:00 a.m. to 1:00 p.m.
Presentation: 11:30 a.m.

MEETING #4

Wednesday, October 6
Edgewood Park
3215 E 55th Street
Time: 6:00 to 8:00 p.m.
Presentation: 6:30 p.m.

MEETINGS #5 AND #6

Thursday, October 7
John Hay High School
2075 Stokes Boulevard
#5 Time: 4:00 to 6:00 p.m.
Presentation: 4:30 p.m.
#6 Time: 6:00 to 8:00 p.m.
Presentation: 6:30 p.m.

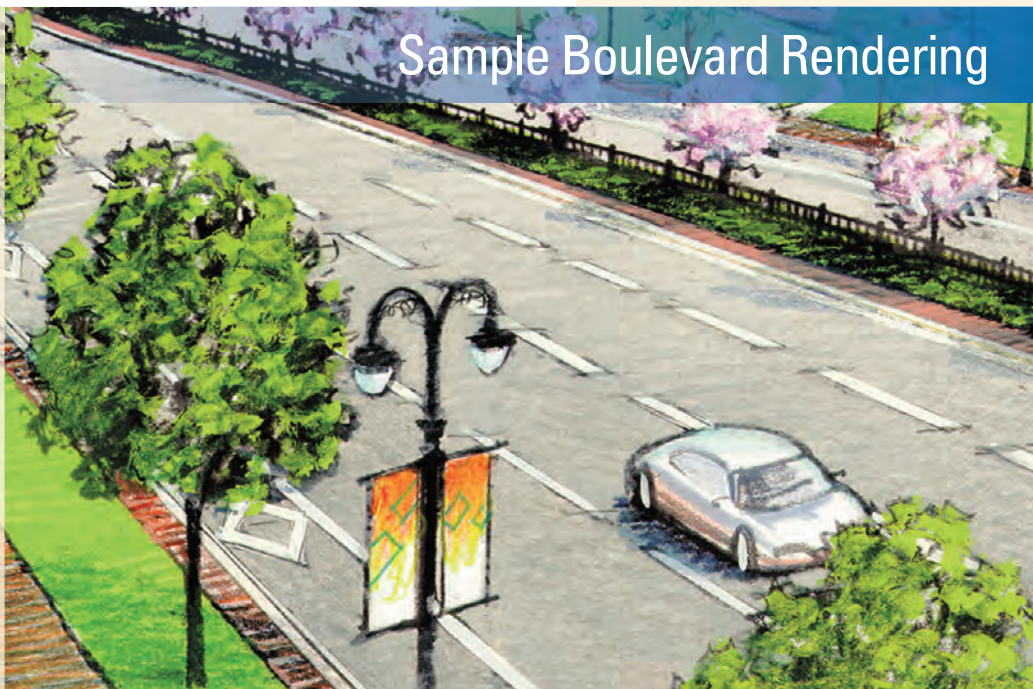
A TRANSPARENT PLANNING PROCESS

Find Answers in This Newsletter

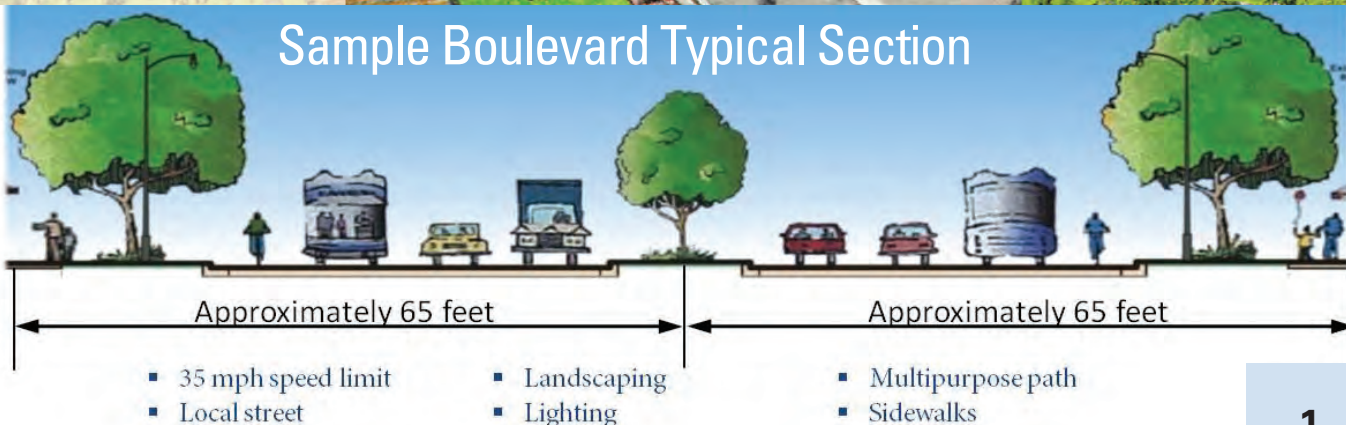
Page 1	What Public Meetings are scheduled for the Opportunity Corridor?
Page 1	What is the Opportunity Corridor and what is its purpose?
Page 2	Where is the Opportunity Corridor Project in the planning and design process?
Page 2	What alternatives are being considered for the project and how were they developed?
Page 3	Who is on Opportunity Corridor Steering Committee?
Page 4	What types of questions and comments were received at the September 2009 public meetings? How will this information be incorporated into the project planning and design process?
Page 4	What are the next steps for the Opportunity Corridor Project?
Page 4	How can I provide my input or ask questions regarding the Opportunity Corridor Project?

What is a Boulevard?

A boulevard is a multi-lane roadway divided by a median. It includes landscaping and provides for bicycle and pedestrian usage.



Sample Boulevard Rendering

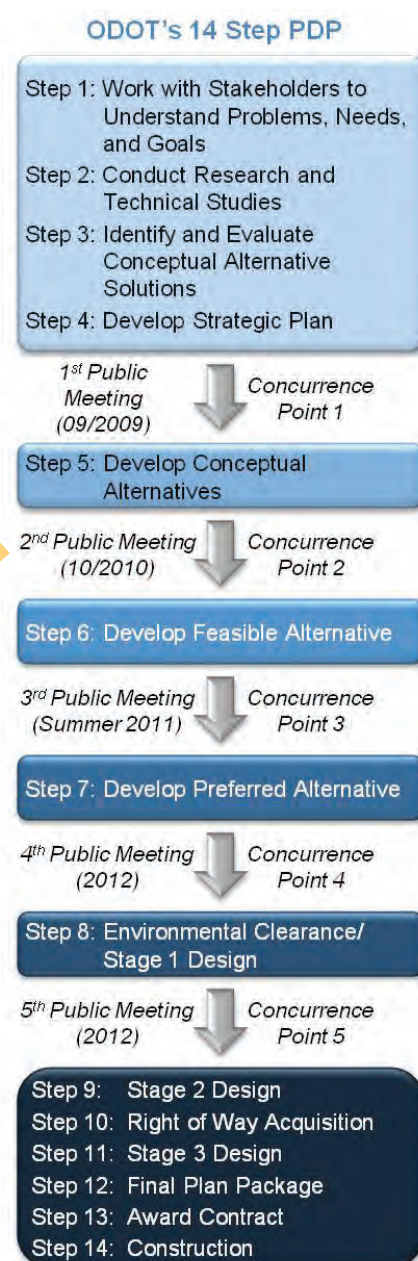


Where is the Opportunity Corridor Project in the planning and design process?

ODOT uses a 14-step Project Development Process (PDP) to guide the implementation of transportation projects from concept to construction and operation. The PDP is shown on the graphic to the right.

The Opportunity Corridor Project is in Step 5 of the PDP, which identifies and evaluates Conceptual Alternatives. The result of Step 5 is to recommend Conceptual Alternatives for further study.

Step 6 will further develop the Conceptual Alternatives based on public and agency comments, environmental impact, and design criteria.



Aesthetic Elements and Sustainable Design

ODOT is committed to developing a sustainable transportation system through the study area that is aesthetically pleasing and sensitive to protecting and enhancing the environment. The alternatives developed to date are still conceptual in nature and do not fully illustrate these features.

Sustainable design concepts could include:

- Best management practices for water quality
- Innovative storm water treatment
- Small parks or green space

Aesthetic treatments could include:

- Decorative lighting
- Architecturally coordinated finishes/materials
- Lighting/signage/traffic signal standards
- Public art and gateway features
- Wayfinding elements for pedestrians and bicyclists
- Landscape features

Sustainable roadway features and aesthetic treatments will be identified and evaluated throughout the process based on public comment and stakeholder input. The photos below illustrate some of the aesthetic features and themes being considered for the project. These will be discussed at the public meetings in October 2010 and the discussion will continue in upcoming public involvement activities.



Streetscape features



Gateway features



Small parks and green space



Wayfinding signage



Architecturally coordinated finishes and materials

What alternatives are being considered for the project and how were they developed?

In Steps 1 through 4, four Conceptual Alternatives were developed and evaluated on their ability to improve access and mobility within the study area, as well as their potential to maximize economic development of the surrounding land.

The Conceptual Alternatives were also evaluated to determine impacts (both positive and negative) to the environment and community resources in the project study area. Construction costs were also taken into consideration.

ODOT presented the Conceptual Alternatives at two Public Meetings on September 22, 2009. Residents and stakeholders who attended these meetings provided the project study team valuable feedback. Since the September 2009 public meetings, ODOT, the City of Cleveland, the Greater Cleveland Partnership, and the consultant team have also met with many stakeholders within the project study area.

The input from these meetings, along with results of the engineering and environmental analyses, was used to determine which Conceptual Alternatives should be carried forward for additional study.

The results of the public involvement activities of September 2009 and the Step 5 analysis are summarized in the Conceptual Alternatives Study Report. This report can be reviewed during the upcoming public meetings. Electronic copies of the report will also be available on the project website (www.buckeyetraffic.org/OpportunityCorridor). Hard copies will be available at the Woodland, Martin Luther King Jr., and Garden Valley branches of the Cleveland Public Library.

Based on this information, ODOT, in coordination with the Project Steering Committee, decided to proceed with combinations of two alternatives for further study during Step 5. The Step 4 recommended Conceptual Alternatives are shown on the figure to the right.

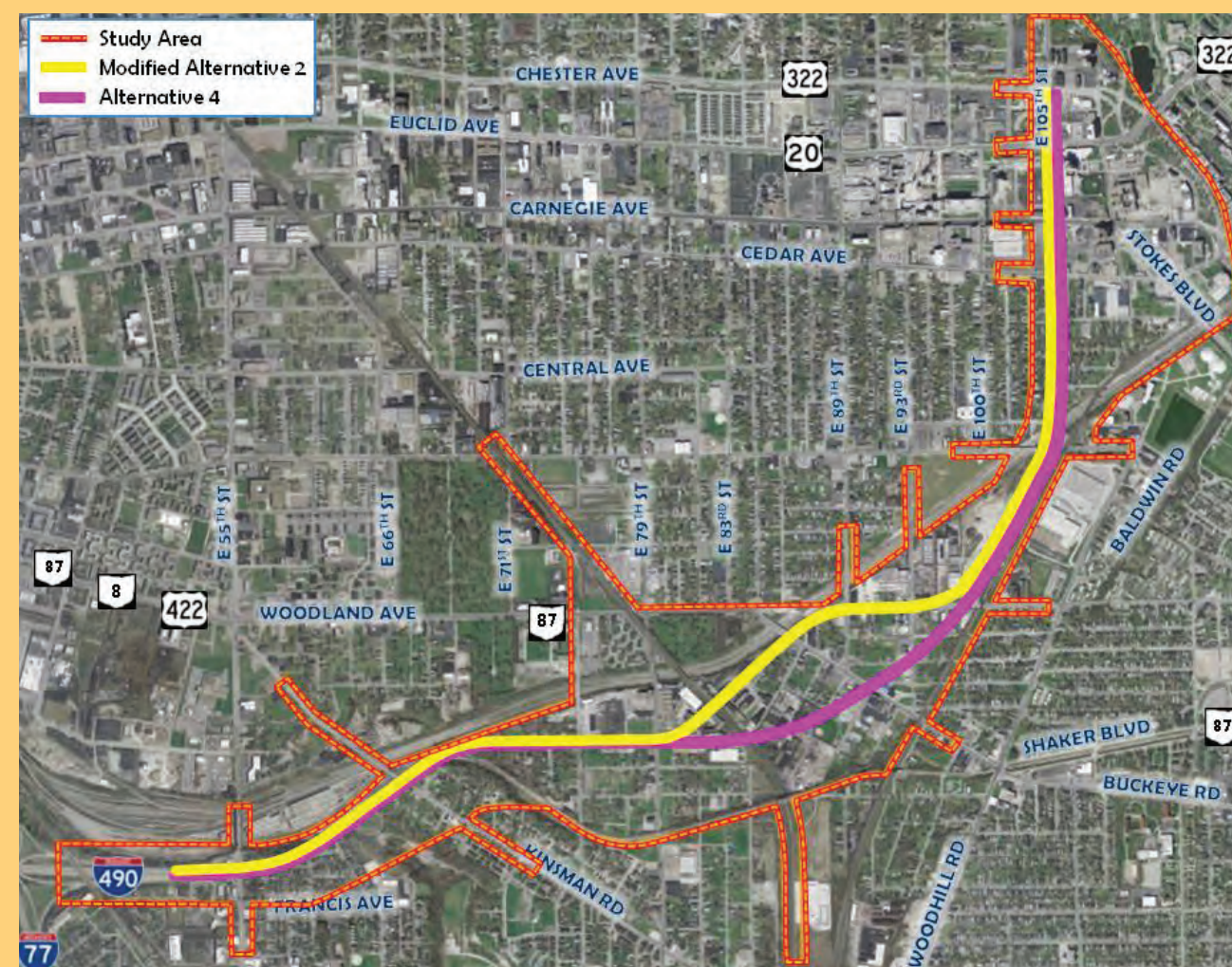
During Step 5, the recommended Conceptual Alternatives were advanced to a higher level of engineering design detail. The work completed during Step 5 included environmental field studies to inventory existing conditions and identify possible impacts on:

- Community facilities and neighborhood features
- Historic properties
- Archaeological sites
- Potential hazardous waste and contamination sites.

The study team also reviewed the geometric design details of the Conceptual Alternatives to better understand how the project would fit in with the community.

Work during Step 5 also identified additional roadway alignments and intersection configurations to avoid and minimize potential impacts to the surrounding community. These additional alternatives included:

STEP 4 RECOMMENDED CONCEPTUAL ALTERNATIVES



- One new alternate to address traffic operations and access concerns at the intersection of I-490, East 55th Street, and proposed Opportunity Corridor Boulevard.
- One additional alignment alternate between East 75th Street and Quincy Avenue.
- Three separate alignment alternates for widening East 105th Street between Quincy Avenue and Chester Avenue.

Other minor alignment modifications were also explored to minimize effects to study area resources. Moreover, in order to simplify the alternatives evaluation process, the study area was divided into three geographic sections:

- West – between I-77 and East 75th Street
- Central – between East 75th Street and Quincy Avenue
- East – along East 105th Street from Quincy Avenue to Chester Avenue.

Within each geographic section, three alternates were developed and evaluated. They were evaluated on:

- Impacts to man-made and natural resources
- Impacts to the surrounding and adjacent communities
- Impacts to existing surface streets, including accessibility
- Impacts to freight and passenger rail operations
- Traffic operations and
- Costs.

Using these screening criteria, it is being recommended that two alternates in the west section; two alternates in the central section and one alternate in the east section be further studied in Step 6. These alternates are shown in the figures below. In addition, a No Build alternative will be carried forward for comparison to the build alternatives.

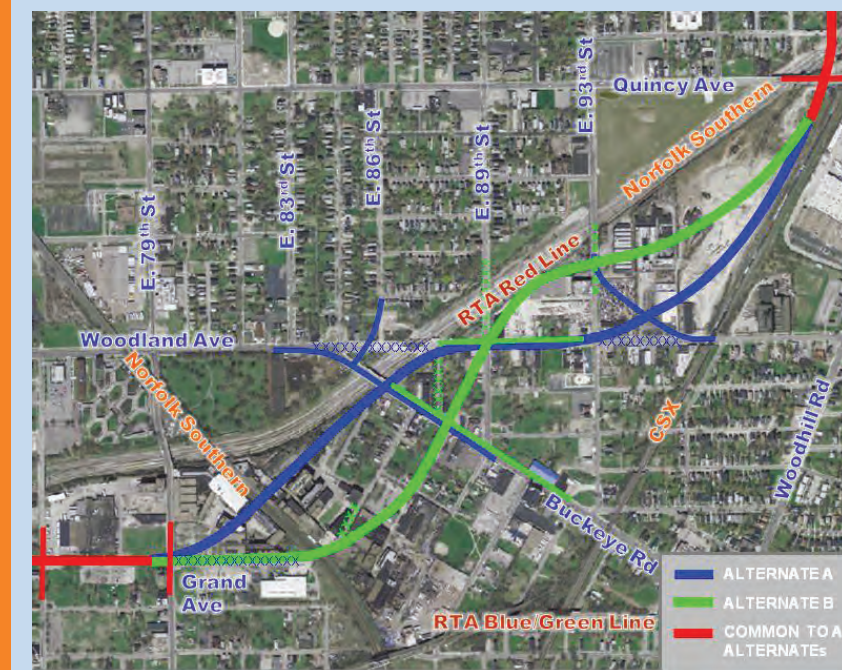
The recommended Conceptual Alternatives, as well as the screening criteria and analysis leading to their recommendation, will be presented at the October 2010 public meetings.

STEP 5 RECOMMENDED CONCEPTUAL ALTERNATIVES

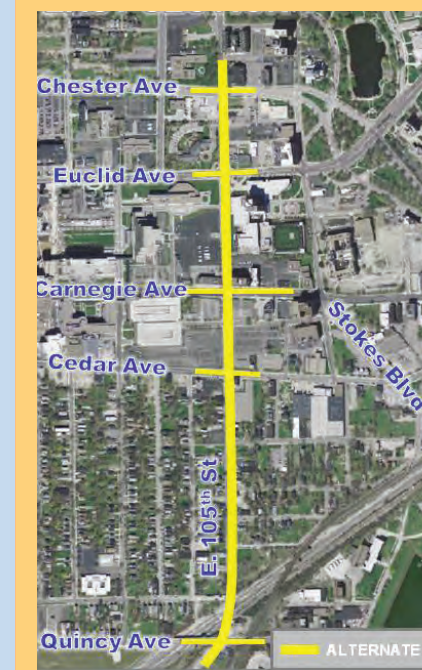
WEST SECTION



CENTRAL SECTION



EAST SECTION



Who is on the Opportunity Corridor Steering Committee?

- Harriet Applegate** North Shore Federation of Labor
Anthony Brancatelli City of Cleveland Council
Peter Buszuk Slavic Village Resident
Bob Chalfant University Circle Resident
The Honorable Phyllis Cleveland City of Cleveland Council
James D. Ireland Early Stage Partners, LP (Co-Chair)
Vickie Johnson Fairfax Renaissance Development Corporation
Mark Barbash Ohio Department of Development
Joseph A. Calabrese Greater Cleveland Regional Transit Authority
Joe Dennis Buckeye Resident
Terrance Egger The Plain Dealer (Co-Chair)
Frank Jackson Mayor, City of Cleveland
Marie Kittredge Slavic Village Development Corporation
Joyce Hairston Slavic Village Resident
John Hopkins Buckeye Area Development Corporation
Lieutenant Governor Lee Fisher State of Ohio
Paul Lewis Fairfax Resident
Robert Lucas Kinsman Resident
Mamie Mitchel City of Cleveland Council
John Anthony Orlando Orlando Baking Company
Joseph A. Roman Greater Cleveland Partnership
Timothy L. Tramble Burten Bell Carr Development Corporation
Joseph Lopez New Era Builders
Jolene Molitoris Ohio Department of Transportation
James Rokakis Cuyahoga County Recorder
Chris Ronayne University Circle, Inc.



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What types of questions and comments were received at the September 2009 public meetings? How is this information being incorporated into the project planning and design process?

ODOT is committed to providing meaningful opportunities for public participation in the planning and design of the Opportunity Corridor. Public comments are reviewed and summarized by ODOT and its consultant team for consideration prior to moving to the next step of the Project Development Process (PDP).

To date, ODOT has held two general public meetings on Tuesday, September 22, 2009. The purpose of the September 2009 meetings was to obtain agreement and acceptance of the Step 4 recommended Conceptual Alternatives (see map on pages 3 of this newsletter). Afterward, a business community meeting was held along with neighborhood meetings in Fairfax, University Circle, Slavic Village, Kinsman

and Buckeye neighborhoods. Consistent information was presented by ODOT, the City of Cleveland, and Greater Cleveland Partnership at each meeting.

At each of the meetings, stakeholders provided ODOT with a variety of comments and concerns for consideration during the development of alternatives. These comments included

questions or concerns about community involvement during the planning and design process, impacts and benefits to the community, impacts to property owners, alternatives development, and aesthetic elements along the new roadway. A handout providing information on how these comments or concerns were taken into consideration throughout the planning and design process will be provided at the fall 2010 public meetings.



The 2009 public meetings were well-attended.

What are the next steps for the Opportunity Corridor Project?

ODOT will conduct a series of public meetings in early October to summarize the engineering and environmental analyses and to discuss the alternatives recommended for further study in Step 6.

All comments received during the October 2010 public meetings will be summarized and considered by ODOT prior to making any decisions to advance the project to Step 6. If the comments received during the public meetings indicate general agreement and acceptance of the recommended Conceptual Alternatives, they will be advanced for design refinement in Step 6. These refinements will focus on improving access and traffic flow and minimizing potential impacts to community and environmental resources as much as possible. These additional environmental and engineering studies conducted during Step 6 would result in Feasible Alternatives (Summer 2011) that would be carried forward for further environmental review under the National Environmental Policy Act (NEPA) in Steps 7 and 8. This environmental review will be summarized in an environmental document that will be made available for public review in 2012.

Public involvement activities will continue to be conducted throughout Steps 6, 7, and 8 and include stakeholder meetings to fully understand community interests and preferences with regard to the proposed improvements, and a public meeting as part of each of the three steps.

How can I provide my input or ask questions regarding the Opportunity Corridor Project?

We encourage you to become involved in the planning of the Opportunity Corridor project. ODOT welcomes public comments at any time during the project development process and all comments received are considered by the study team as the project advances. As part of the project development process, we work very hard to provide multiple opportunities for the public and identified stakeholders to become actively engaged in the project. All comments received help direct the outcome of the planning and design process. To keep current on upcoming public involvement opportunities or to submit comments at any time, please visit our project website: www.buckeyetraffic.org/OpportunityCorridor

Questions or comments regarding the project can also be submitted via e-mail to Jocelynn.Clemings@dot.state.oh.us or via mail service to:

ODOT District 12
Attn: Jocelynn Clemings
5500 Transportation Boulevard
Garfield Heights, Ohio 44125

www.buckeyetraffic.org/OpportunityCorridor

Fall 2012 – The Link, Volume 2

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What will happen between now and the next public meeting?

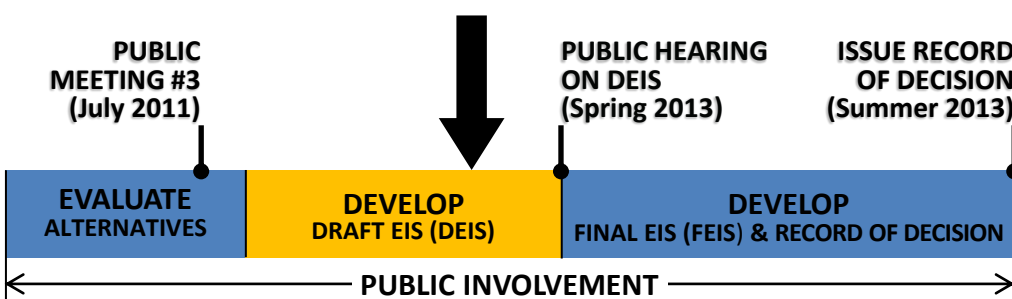
The project website will continue to be updated:

www.buckeyetraffic.org/opportunitycorridor

A Draft **EIS (DEIS)** will be published in early 2013. Agencies and the public have at least 45 days to review the **DEIS** and other project information and provide their comments to ODOT.

A public hearing will be scheduled in the spring of 2013 to allow people to talk with the planners, engineers and officials who have been directly involved with the project. People can provide their comments publicly at the hearing or in a written statement.

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How can I get involved?

We encourage you to get involved in the Opportunity Corridor project. One of the best ways to take part is to come to the public hearing in 2013.

We are working hard to give you different ways to provide your ideas, including the project website at:

www.buckeyetraffic.org/opportunitycorridor

Questions and comments can also be emailed to Amanda.Lee@dot.state.oh.us

or mailed to:

ODOT District 12
Amanda Lee
5500 Transportation Boulevard
Garfield Heights, OH 44125



The Link

Fall 2012 Volume 2

PROGRESS REPORT ON CLEVELAND'S OPPORTUNITY CORRIDOR

What happened at the last public meeting?

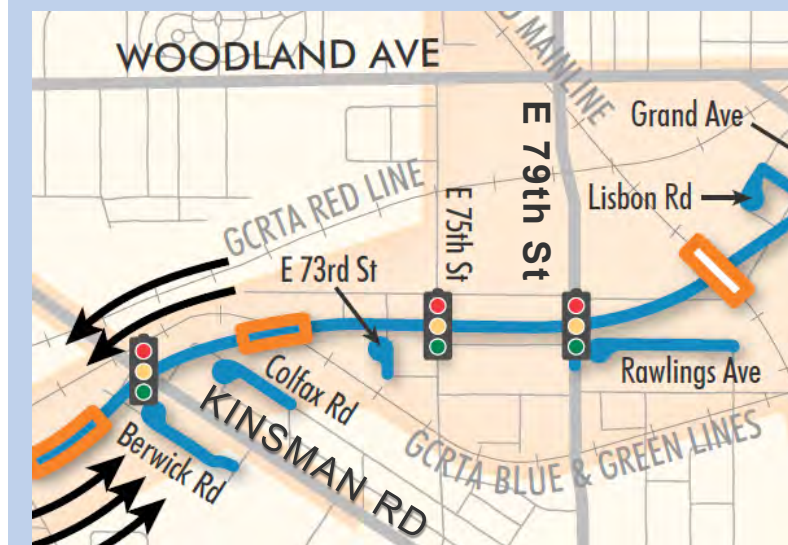
Based on the public, business and agency comments received throughout the study, ODOT picked the final path the Opportunity Corridor will take from I-490 to University Circle. This is called the **Preferred Alternative**. ODOT last met with residents and businesses in July 2011 to present their recommendations and to gather feedback about the **Preferred Alternative**. The purpose of the Opportunity Corridor Project is to improve the transportation system and support planned growth in the areas between I-490/I-77 and University Circle in Cleveland. At this time, we want to update you on the project's status.

What have we done since the last meeting? What has changed since the last meeting?

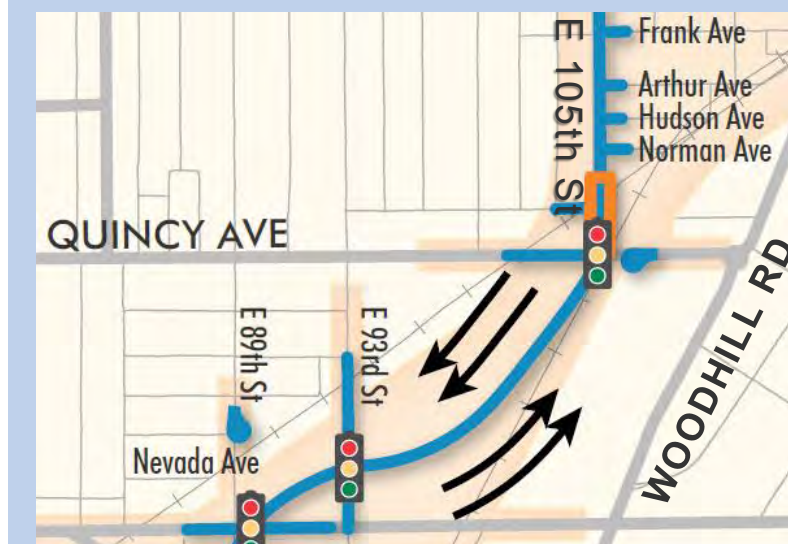
Since the last public meetings, the project footprint was established. The footprint is how much room the construction crews will need to build the road, accounting for how wide and steep the road will be, where bridges, walls, and sewers will be, and which buildings will be demolished. The order in which the road will be built and what roads and lanes will be closed during construction were also considered when developing the project footprint. This area is being used now for more studies to measure impacts.

Based on this work, the study team has slightly changed the **Preferred Alternative** since it was last shown.

- The number of lanes was revised based on traffic and development studies. Lanes were added or removed to provide acceptable traffic flow.
- The road location was slightly changed between E. 79th Street and Kinsman Road to allow more room for planned business expansion. This change was coordinated with and accepted by the City of Cleveland.
- The east leg of Quincy Avenue will be closed between E. 105th Street and Woodhill Road so that Opportunity Corridor can pass through the area without a costly disturbance of the nearby railroads.



▲ The changed road location allows for planned business expansion between E. 79th Street and Kinsman Road.



▲ Quincy Avenue will be closed at E. 105th Street to avoid disturbing nearby railroads.

What were the comments from the last meeting?

Forty-five written comments and over 70 oral comments were received at the last public meeting. Although all the comments cannot be discussed here, three of the concerns that were repeated fairly frequently were: job creation, impacts to residents and businesses, and walking and bicycle travel. A summary of the responses for each point of concern is below:

Impacts to residents and businesses

The Opportunity Corridor project would result in residential and business relocations. These have been minimized as much as possible by adding retaining walls and moving the location of the roads to avoid houses and businesses. The *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (Uniform Act) was passed by Congress to provide equal and fair treatment for people whose property is bought for public use, such as this project. The Uniform Act makes sure property owners receive a fair price for their property and help in finding a similar home nearby. A Relocation Assistance Program (RAP) survey completed for the project found that these residents and businesses could be relocated within five miles of their current location if they would like to. The Uniform Act also requires the replacement property to be safe, clean, and comparable to the current location.

Job creation

There would be increased opportunities for local construction jobs while the boulevard is being built. Local companies may also see increased business by providing services to the construction crews. After the construction is finished, the new roadway will provide better access to the area and more exposure to businesses on the boulevard. This, coupled with other city-led efforts should encourage current businesses to grow and new businesses to come to the area. In addition, the City of Cleveland and other community leaders and businesses have worked together to create a roadway design that supports planned expansions for major employers in the area.

Walking and cycling

The proposed boulevard would include wide outside travel lanes for shared use with bicycle traffic. It would also include a multi-use path on the south side of the road and a sidewalk on the north side. To allow walkers and bike riders to cross the boulevard, the proposed design would include appropriate pedestrian and bicycle crossings to make sure this can be done safely. The proposed project is expected to have a positive effect on bicycle and pedestrian safety within the study area.

What is the current status of the project?

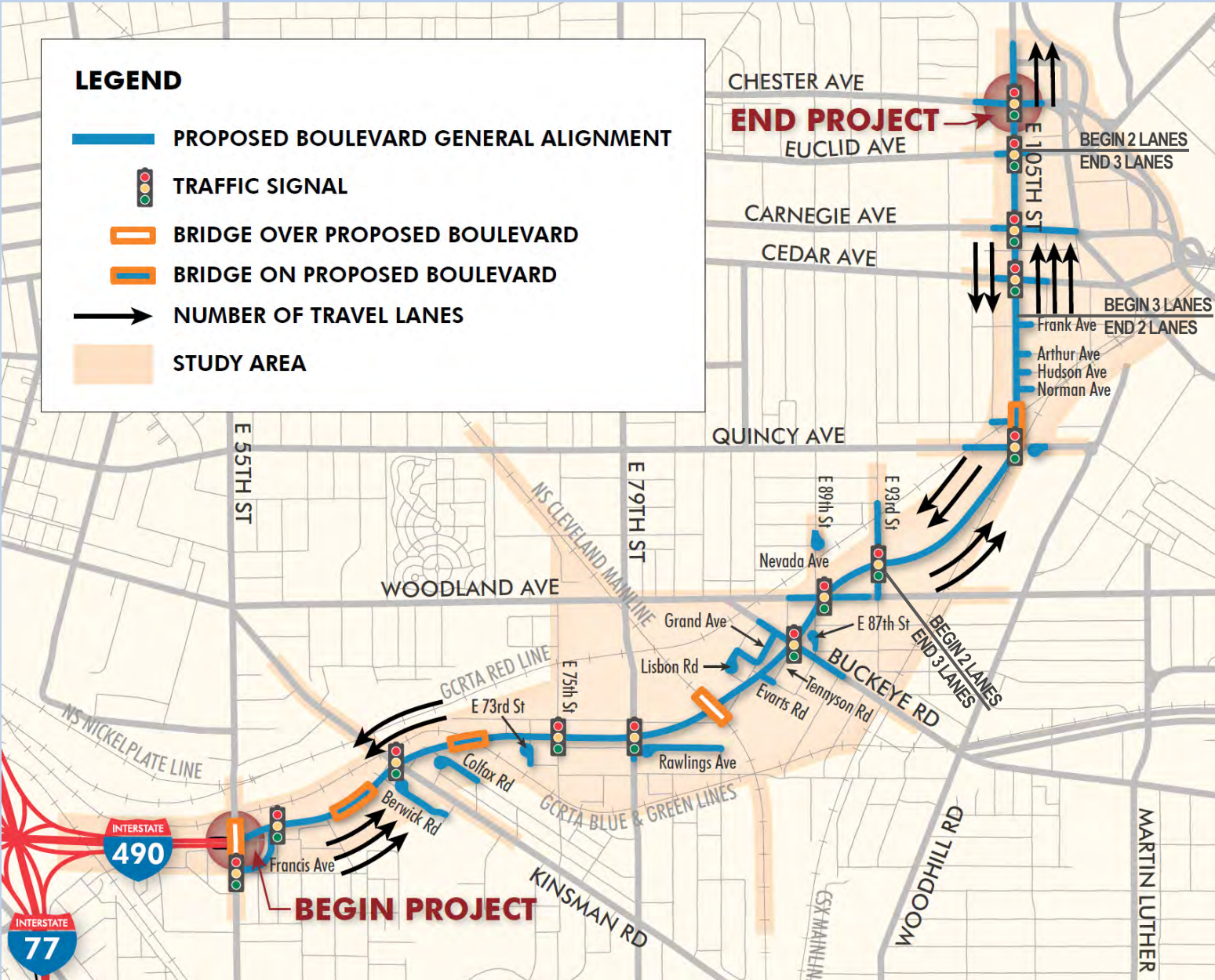
The study team is working on a few important tasks:

- Identifying the properties and buildings that will be impacted by Opportunity Corridor
- Updating the estimated cost to construct the road
- Completing air quality and noise studies
- Writing the Environmental Impact Statement (EIS)

What is the EIS?

Since it is expected that the Federal Highway Administrations (FHWA) will pay for much of the project, Federal law requires that an **EIS** be prepared and/or approved by FHWA when Federal funds are used on a project with major impacts. The **EIS** is a document that provides a complete picture of a project, from beginning to the end. It describes why the transportation project is needed, the alternatives that were studied, potential positive and negative effects, and includes public and agency comments. The **EIS** outlines a **Preferred Alternative** with its impacts, design, cost, and measures to lessen negative impacts. Public review of the **EIS** allows environmental effects to play an important role – alongside other considerations such as feasibility and cost – in decisions made about a project. Four steps make up the **EIS** process:

- Notice of Intent (**NOI**) – An **NOI** announces an agency’s decision to prepare an **EIS** for a project. The **NOI** for this project has been completed by FHWA.
- Draft **EIS** (**DEIS**) – A **DEIS** explains the alternatives studied and their impacts.
- Final **EIS** (**FEIS**) and Record of Decision (**ROD**) – The **FEIS** summarizes comments received and changes to the project since the **DEIS** was published. The **ROD** is the formal approval of the **EIS**, which also includes the approval of the **Preferred Alternative**.



Appendix E

Media Coverage

UPDATED: 07 :48 a.m. EST, March 06, 2008

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- Three shootings overnight, one fatal 7:42 a.m. ET
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PHOTO OF THE DAY



⊕ Click image to enlarge
 Joshua Gunter/The Plain Dealer
 Sen. Hillary Clinton and her daughter Chelsea celebrate with supporters in Columbus after Clinton won the Ohio Democratic presidential primary Tuesday.
 • Plain Dealer Multimedia

Greater Cleveland Partnership to lobby candidates for 3 projects

Regional chamber to lobby candidates on key projects

Thursday, March 06, 2008

Tom Breckenridge
 Plain Dealer Reporter

Presidential candidates who want to curry favor with the region's business leaders should start talking up an Erie County runway, a new Cleveland port and a new East Side boulevard.

That was one of the messages Wednesday at the annual meeting of the Greater Cleveland Partnership, the region's largest chamber of commerce.

Corporate honchos unveiled the partnership's new strategic plan before a crowd of about 400 at the Cleveland Convention Center.

The plan calls for an unrelenting lobby focused on three, big-ticket projects that could have far-reaching impact on the region's economy, business leaders said.

Joe Roman, partnership president and chief executive, said the presidential race is a prime time to push for federal money - especially in the most populous region of a key battleground state.

"Our goal, when the speech writers call in September, is to get mention of these projects," Roman said in an interview after the annual meeting.

City and business leaders already have begun the push for hundreds of millions of dollars for the projects, which are:

A runway at NASA Glenn's Plum Brook Station. NASA officials said a 9,000-foot runway in Erie County's Perkins Township would draw more business to the sprawling site, which includes the world's largest space-testing facility.

The massive 12-story chamber and other equipment are undergoing a \$70 million upgrade to allow for testing of NASA's next-generation space vehicles.

The \$50 million to \$60 million runway project would not only allow direct shipment of space components for testing, but also mark Plum Brook as a world-class test site for satellites, said Plum Brook Director David Stringer.

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UPDATED: 07 :49 a.m. EST, March 06, 2008

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PHOTO OF THE DAY



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 Joshua Gunter/The Plain Dealer
 Sen. Hillary Clinton and her daughter Chelsea celebrate with supporters in Columbus after Clinton won the Ohio Democratic presidential primary Tuesday.
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Greater Cleveland Partnership to lobby candidates for 3 projects

Page 2 of 2

The runway also might be used for charter flights to nearby water parks and to Cedar Point Amusement Park, he said.

The runway would show that northern Ohio "can handle the biggest and best space projects," Stringer said.

The runway could be completed within five years if funding is found within NASA and other sources, officials said.

Relocation of Cleveland's port. The port authority, with the backing of the Greater Cleveland Partnership and Mayor Frank Jackson, is planning to move its operations from near Cleveland Browns Stadium to a man-made peninsula proposed north of East 55th Street.

The move would free up land for upscale lakefront development that downtown Cleveland sorely needs. But dismayed business leaders want to accelerate the project's timing. Under current estimates, the Cleveland-Cuyahoga County Port Authority wouldn't start to move until 2014 and would go in phases after that.

Just building a base for the site, from Cuyahoga River dredgings, has been estimated at \$200 million. Federal money would pay for much of that, but sources haven't been identified yet for the tens of millions needed to build a working port with links to nearby roads and rails.

Opportunity Corridor. The project, estimated at \$300 million a few years ago, calls for a boulevard pushing east from where Interstate 490 dead-ends at East 55th Street, and merging with East 105th Street.

It's viewed as a more efficient link for University Circle employees. More importantly, it could spur investment in some of the city's poorest neighborhoods.

Some \$4 million is available for planning, but no other funding has been identified for a project that Jackson and civic leaders say is vital.

To reach this Plain Dealer reporter:

tbreckenridge@plained.com, 216-999-4695

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THE PLAIN DEALER

Opportunity Corridor

City and state leaders might well receive a revelation if they take a journey along the road to St. Paul

Sunday, May 11, 2008

Public officials with vision and determination in Minnesota did for St. Paul what committed leadership here could do for Greater Cleveland.

With the right leadership and a strong public-private partnership, this community could use a small stretch of new roadway as a catalyst to help rebuild an impoverished neighborhood, attract new jobs and connect what's arguably the most important part of Cleveland with the outside world.

There are striking similarities between Phalen Corridor in St. Paul and what is envisioned as the Opportunity Corridor here, which would connect University Circle with the interstate highway system via a 2.75-mile boulevard linked to Interstate 490 at East 55th Street.

In 1995, St. Paul's leaders rallied around a plan to build a 2.5-mile boulevard connecting a nearby interstate with abandoned brownfields and impoverished minority neighborhoods on the city's east side. At times, the hurdles seemed insurmountable. But leaders of that public-private partnership never once abandoned their dream of what the corridor could become.

City, state and federal elected officials (the late Sen. Paul Wellstone was especially helpful) teamed with the local port authority and dozens of corporate leaders to fund the project. That teamwork, coupled with the relentless pursuit of the project by a coordinator who refused to fail, made the corridor a reality.

By 2005, a decade after the planning began, a largely completed Phalen Corridor was home to 19 businesses employing more than 2,000 workers - more than 80 percent of them city residents. Along the corridor today stand nearly 1,100 new housing units, plus several new parks and schools.

The Phalen Corridor has parlayed a public investment of about \$160 million into private investments approaching \$600 million. It is, as longtime project coordinator Curt Milburn lovingly calls it, the corridor with "a billion-dollar view."

Projects like St. Paul's don't make poverty disappear from the neighborhoods they touch. But they help. As Milburn told us last week, "It was not the answer. But it was one answer."

The Opportunity Corridor is an answer to some of Cleveland's most pressing needs. But it has to be done right and done now - and it needs a champion.

Many dedicated Clevelanders are working to make it happen, but progress on planning will creep along at a snail's pace unless Mayor Frank Jackson steps up and regularly identifies the project as one of his top priorities.

The Opportunity Corridor is more than a road that can be funded by the Ohio Department of Transportation. It's an economic development project. That's why the state can and should play a role, but state government can't be expected to fund the entire cost - now estimated at about \$250 million.

Denials notwithstanding, the administration of Gov. Ted Strickland has been a drag on the planning process. But Lt. Gov. Lee Fisher understands the Opportunity Corridor's great potential and must help get

the Strickland administration more deeply engaged.

Cleveland's wonderful cultural institutions and two of its largest employers, the Cleveland Clinic and University Hospitals, would be among the corridor's beneficiaries. That would be good for the whole region. Meanwhile, construction of the corridor, cleanup of adjoining land and easy interstate access could bring jobs to some of Cleveland's poorest and most isolated neighborhoods. That would be a huge help to the city.

The mayor and the lieutenant governor should assemble a group of civic and corporate leaders to travel with them to St. Paul - soon. A firsthand visit to the Phalen Corridor should convince them Cleveland can't afford to let its own opportunity slip away.

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Governor thaws planning money for proposed East Side corridor

Posted by Jim Nichols June 26, 2008 18:46PM

Categories: Breaking News, Business Impact

Gov. Ted Strickland has freed up \$4 million to get planning back on track for Cleveland's Opportunity Corridor roadway.

The proposed stretch between Interstate 490 and University Circle should be a top state priority, said Lt. Gov. Lee Fisher.

Fisher said he, Strickland and Mayor Frank Jackson have teamed up to be the "clear driving force" the floundering project needs to become the powerful economic-development engine that they foresee.

The money for the roadway had been effectively frozen last year by the Ohio Department of Transportation. The department, running short on funds, said it was halting work on a host of projects that were still in the planning stages.

The decision would have delayed by a decade or more the Opportunity Corridor's projected completion date of 2015, despite the spending of about \$1.4 million already on early-stage route planning. But Strickland's directive has changed all that.

The 2¼-mile-long boulevard would run through the Central, Kinsman and Fairfax neighborhoods, roughly following an old rail corridor and some downtrodden streets. Its exact center line is uncertain.

So is its overall cost -- reckoned to be between \$250 million and \$500 million -- money the state says it does not have.

Jackson openly questioned that assertion in an interview Thursday.

"The devil is in the details, and the detail in this is who pays for it," Jackson said. "One thing I know is that the local community cannot pay \$300 million or \$400 million for this road."

Fisher said he, Jackson and the governor are leading a summer-long "quiet effort" to research and plan the boulevard and "learn what needs to be done." Participants include the Ohio Department of Development, which Fisher heads, along with ODOT, the Cuyahoga County commissioners and the Greater Cleveland Partnership, the area's chamber of commerce.

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When finished, that collective will present its findings to residents, community-development organizations and business interests along the corridor.

Those include the Cleveland Clinic, University Hospitals, Case Western Reserve University and a host of related biotechnology concerns in University Circle. These groups have an unusual alliance with grassroots neighborhood groups and community-development organizations through an impoverished part of Cleveland known as "The Forgotten Triangle."

The cluster of big brains and innovation at the circle is invaluable to the region and the state, Fisher said. "I am more convinced than ever that geographical concentrations of knowledge, research and development are critical to our success," Fisher said.

Snarled access threatens University Circle long-term, the lieutenant governor said. Yet the Opportunity Corridor isn't just a transportation project benefiting the circle and employees who work there, he emphasized. The plan is a comprehensive economic-development mission for all of Northeast Ohio. Its success would create jobs, rebuild local communities and clean up and reuse brownfields. So funding should be broader than relying on the cash-strapped state, Fisher said.

"The only way we're going to get this done," he concluded, "is to secure funding over a number of years from a wide variety of sources -- public and private, government and non-government, state and local."

Merely finishing ODOT's already-finalized road and bridge projects with current funding levels would leave the transportation department \$3.5 billion in the red through 2015, said spokesman Scott Varner. Rising prices for fuel, steel, petroleum-based asphalt and concrete have driven road-building costs up by 40 percent in the last four years, he said. Meanwhile, gasoline taxes pay for Ohio's roads, and those taxes have flattened because high pump prices have prompted motorists to curtail driving.

Jackson acknowledges the broad reach of the corridor development. But at its core, it is a transportation project -- and the state traditionally funds about 80 percent of the cost of transportation projects, the mayor said.

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Posted by [farsighted00](#) on 06/26/08 at 7:55PM

Why shouldn't this absolutely necessary project be a Federal interstate? Or a state route? Columbus just spent \$60 million on a ridiculous interchange at SR-161 and I-270 and the state is planning to move and expand SR-161 all the way from Columbus to Newark. Spending money to increase access to a center of economic and educational activity like University Circle should be a priority vs. the sprawl-inducing road spending that Columbus has largely approved for themselves over the last two decades.

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Posted by [DuvalCrawler](#) on 06/26/08 at 8:24PM

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NEWS MINUTE

FORUM

Obama, in a Cleveland context

Lou Stokes, George Forbes and Arnold Pinkney discuss the presidential bid of Barack Obama and connect it to what Carl Stokes did in Cleveland more than 40 years ago. **Details, G1**



Plus: Watch the discussion of these three giants of Cleveland politics at: cleveland.com/opinion

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Indians 8
Rays 4

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Details, C1

OBITUARIES

OPPORTUNITY CORRIDOR

Is St. Paul project a pathway for us?

Minnesota city built a boulevard through a downtown wasteland, generating \$650 million in investment and creating over 2,100 jobs



Minority and ethnic parishes face cuts

DAVID BRIGGS
Plain Dealer Religion Reporter

Ethnic and minority parishes are being hardest hit as the Cleveland Catholic Diocese moves forward with a reorganization that could close more than 50 parishes.

After a year of examining facilities, finances and ministries, more than 20 regional groups of parishes are preparing recommendations for closing or merging parishes. In most cases, the recommendations will meet or exceed the reductions ordered by Bishop Richard Lennon in response to population shifts to the

Heart pioneer Michael DeBakey

He was the father of modern cardiovascular surgery and invented scores of medical procedures and instruments over his 70-year medical career. He was 99. **Details, A3**



Tony Snow, Bush press secretary

The former television and radio talk show host redefined the role of White House press secretary with his lively banter with reporters. He was 53. **Details, A4**

FORECAST, B8:

A morning thunderstorm. High 80, low 59.



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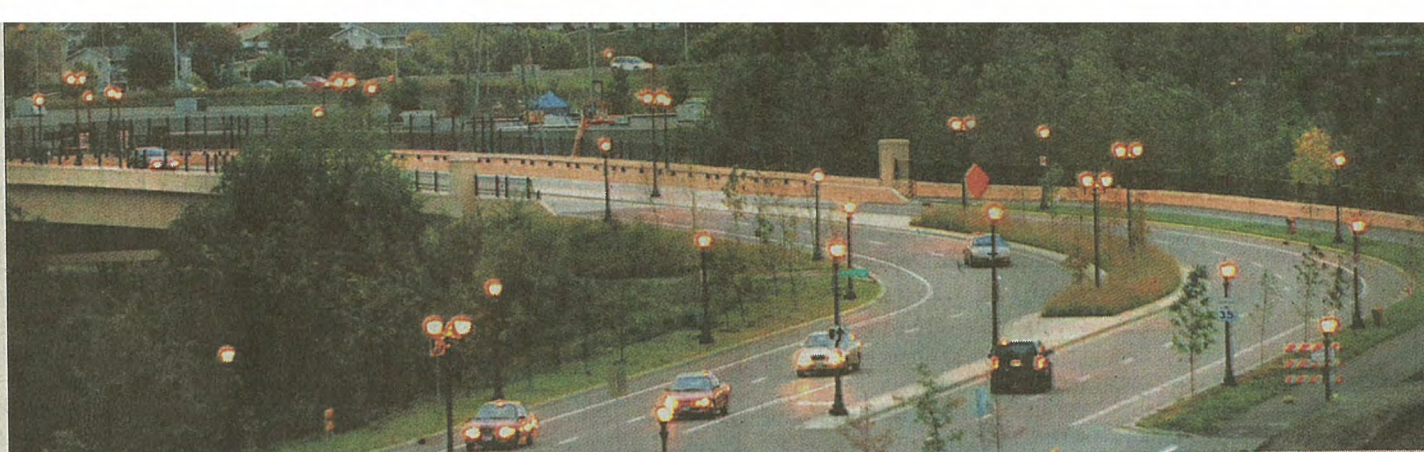
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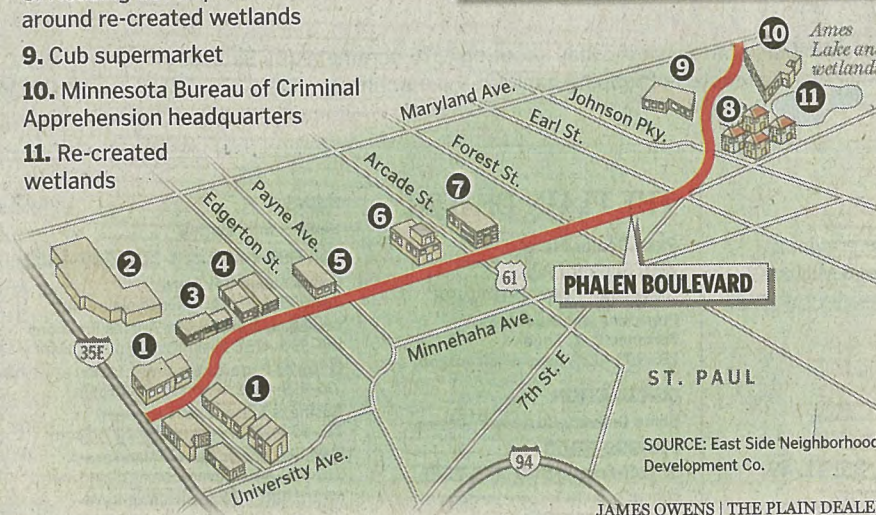
The 2.5-mile Phalen Boulevard in St. Paul, Minn., brought access to what had been a bypassed, decaying area. The boulevard and its parallel bike path have been the key element in the area's rejuvenation.

St. Paul's own opportunity corridor

The recently completed Phalen Boulevard in St. Paul, Minn., opened former brownfields and blight to more than \$600 million in development. Some key projects along the 3-year-old, 2 3/4-mile-long boulevard are shown below.

KEY

1. Williams Hill Business Center
2. Metro Transit maintenance facility
3. Outpatient medical complex (clinic and offices)
4. Westminster Junction Business Center
5. Phalen Senior Lofts (housing for senior citizens)
6. New elementary school and YMCA in rehabilitated high school
7. Vertical Endeavors rock-climbing gym (expansion)
8. Housing development around re-created wetlands
9. Cub supermarket
10. Minnesota Bureau of Criminal Apprehension headquarters
11. Re-created wetlands



JAMES OWENS | THE PLAIN DEALER

"There's still a lot that needs to be done. But it has made it possible for a lot of good things to happen. People saw that there was something in it for everyone. And that's the part of the corridor's promise that has been kept."

St. Paul Mayor Chris Coleman

JIM NICHOLS
Plain Dealer Reporter

ST. PAUL, MINN. — Dan Bostrom lives some 750 miles from Cleveland.

But what Bostrom, a St. Paul councilman, sees daily on his city's East Side may be a glimpse of the future for the most forsaken grounds of Cleveland's East Side.

Bostrom starts his drive to work near an \$85 million state crime lab with the latest forensics technology and green architecture. On his commute down Phalen Boulevard, he passes wetlands and housing where a derelict shopping center once stood. Then he passes a regionally renowned rock-climbing gymnasium; an apartment complex for the elderly; an office park; a \$180 million hospital complex; a bustling industrial park.

All of it — all \$650 million worth of investment — has sprung up in the last half-decade.

Even the road — especially the road — is new: a 2½-mile ribbon of rebirth, carved out of a polluted industrial wasteland that Bostrom says "was just a disaster" only a handful of years ago.

"It is kind of hard to believe," said Bostrom, a former St. Paul policeman who once patrolled the blighted area. "There wasn't any kind of a road. There wasn't a trail. There was nothing."

A contingent of Clevelanders hopes to recreate that resurrection out of a comparable swath of nothingness.

SEE PROJECT | **A11**

Stephen and St. Casimir in Cleveland, remain uncertain about their future.

SEE CHURCHES | **A9**



LISA DEJONG | THE PLAIN DEALER

Nina Alesci, 76, of Warrensville Heights inside the tiny chapel at St. Cecilia Catholic Church in Cleveland Thursday.

On HBO: Iraq as seen by one writer

MARK DAWIDZIAK
Plain Dealer Television Critic

BEVERLY HILLS, CALIF. — They were "the tip of the spear" for Operation Iraqi Freedom. They were the guys on the ground. They were the young Marines of the 1st Reconnaissance Battalion's Bravo Company, 2nd Platoon.

With them was Cleveland native Evan Wright, an embedded journalist from Rolling Stone magazine. Dubbed Scribe, because, well, everybody gets a nickname, Wright earned the Marines' trust during that 2003 march into Iraq. He won their friendship.

Wright turned his experiences into a series of articles. He turned the articles into an acclaimed 2004 book, "Generation Kill." And he helped turn the book into a seven-part miniseries that HBO begins at 9 p.m. today.

SEE HBO | **A12**



Wright

PROJECT

FROM A1

Is St. Paul plan a pathway for us?

Their vision: a 2¾-mile boulevard along a swath of East Side rail beds and derelict land that would link booming University Circle to Interstate 490, and thus to the rest of Greater Cleveland. They call it the Opportunity Corridor.

In fact, the roadway's advocates have hope for a more profound connection — a bridge to prosperity for Cleveland's downtrodden "Forgotten Triangle."

Plans thus far call for a four- to six-lane divided boulevard with a limited number of intersections with major streets. It would feature a landscaped median, with bike paths or dedicated bike lanes flanking the road.

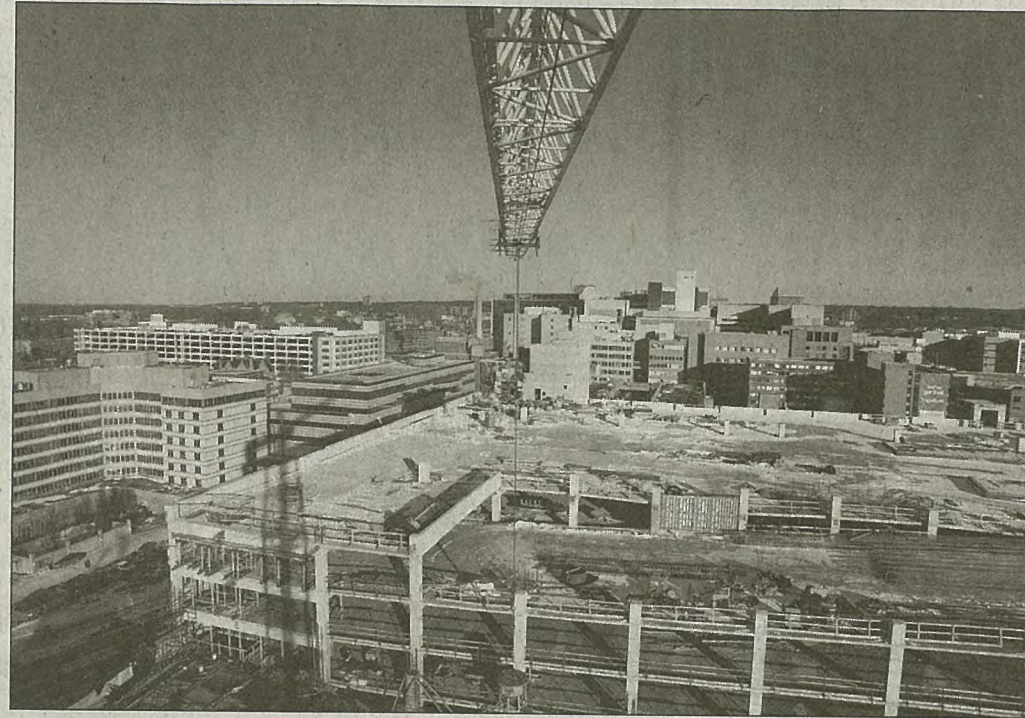
The exact route — the "centerline" — hasn't been drawn. But rough plans call for most of the road to run in or near an underused rail trench. Part would traverse blighted or emptied industrial and residential neighborhoods. Wholesale uprooting of residents isn't part of the plan. Chris Warren, Cleveland's chief of regional development, estimates fewer than two dozen occupied homes would be razed.

Backers say the boulevard could be the next great thing in spurring economic development in the city.

All through Cleveland's Fairfax, Kinsman and Central neighborhoods, it could open hundreds of acres of idle or underused land to job-generating reuse and spur cleanup of toxic brownfields. Beleaguered intersecting streets could blossom with new retail, office and cultural-center buildings. Cyclists, joggers and pedestrians could animate green space and parkland along the route.

And the thoroughfare could become a veritable fuel line for the growth explosion under way in University Circle.

University Circle already is blossoming with some \$2.5 billion in new and recent investment in biotech, education, culture and lifestyle. Planners expect some 10,000 more jobs to come to an area that already hosts 45,000 daily workers — more than any other place in Northeast Ohio outside of downtown Cleveland. Tens of millions of dollars are flowing in for new housing for students and a wave



PLAIN DEALER FILE PHOTOGRAPH

Backers hope a boulevard linking University Circle to Interstate 490 would be the next great thing in spurring economic development. University Circle is blossoming with some \$2.5 billion in new and recent investment, such as this Cleveland Clinic parking garage along Chester Avenue.

dreams for a project with a price tag — \$375 million is roughly the midpoint of recent projections — that compares to Cleveland Browns Stadium or the Cleveland Museum of Art's ongoing expansion.

It's so optimistic that it might seem like pie in the sky — except that here in St. Paul, it's already reality. A strikingly similar roadway has sparked rejuvenation that has converted skeptics not just into believers, but into evangelists.

Leslie McMurray is executive director of a St. Paul neighborhood planning and advocacy group called the Payne-Phalen District 5 Planning Council. McMurray admits a distrust of corporate and political spin, and her neighborhood-based group led resistance to Phalen Boulevard's creation, she said. Members worried about empty promises, dislocation of residents and tears in the community fabric.

But today, she and her colleagues and constituents champion the roadway and all it produced.

"I think it's an interesting story about how the cooperative effort led to change for the neighborhood," McMurray said. "It's changed the way people see the whole east side of St. Paul."

Change devastated neighborhoods

In a black decade that began in the mid-1980s, plant shutdowns swept through the blue-collar

recalled last month. "That's the kind of pain they make movies about."

The East Side had become the land that time bypassed. It had been built on rail access — railroads to serve the heavy industry and streetcars to ferry residents. But cars propelled trolleys to irrelevance, and trucks supplanted trains as the lifeblood of commerce.

Highway access was everything, and the East Side was cut off from it. Trucks had to wallow through narrow, contorted streets to reach industries built to be reached by train — and the trains didn't run there anymore. The commute to downtown office jobs was quicker from interstate-served suburbs than from the East Side, where the skyscrapers are visible only four miles away. At rush hour, the drive could be an exasperating, stop-and-go 25-minute trek.

The jobs headed for the new industrial parks in the suburbs, where interstate access was easy and where clean, developable farmland was abundant. Then more jobs went to nonunion shops in the Sun Belt, where labor was cheap. Then manufacturers headed even farther away, to places such as Mexico and Southeast Asia — which, ironically, were flooding the East Side with new job-seeking immigrants.

Gradually, decades-old restaurants and stores that lined the main streets of Payne Avenue and Arcade Street followed the

walk-to-work industries started choking and dying a generation earlier than St. Paul's East Side decline. What remains is a belt of blight along the old Conrail tracks and the Regional Transit Authority's Red Line, from East 55th to East 105th streets.

Collaboration leads to a plan

From St. Paul's pain came progress.

One miracle had already been born there.

Local boy Herb Brooks, from the East Side's Johnson High School, coached the U.S. Olympic hockey team in 1980. His squad, peppered with hometown kids, was supposed to have no chance against the Soviet Union's mighty Red Army team. But Brooks' Team USA brought tears of joy to the nation with their gold-medal-winning "Miracle on Ice."

Minnesota's capital city showed the same grit and determination against insurmountable odds. Civic and business organizations had been drawing up a patchwork of master plans for several neighborhoods along the rail corridor. They began collaborating in the 1990s around the notion of reviving an old idea: a new thoroughfare connecting the East Side to the interstate system.

Two decades before, amid the interstate-building boom, leaders

from the same neighborhoods rallied to kill a planned roadway that would have followed a similar route. Too destructive to the neighborhoods, they protested. Too many people losing homes.

But by 1993, any hope that floated was worth grabbing.

The roadway idea catalyzed nearly 60 businesses, community groups and government agencies around a sweeping vision for revitalizing what locals called the Phalen Corridor: plans not just for the four-lane divided boulevard and parallel bike path, but for land reuse, job training, housing, green space and more.

In 1995, the ad hoc group hired an energetic booster named Curt Milburn to shepherd the project, rally neighborhood support, coordinate task forces and lobby for money. He led committees that planned the route and the development along it — everything from design guidelines for buildings to landscaping and street lights.

In the same year, the St. Paul Port Authority launched one of the nation's most aggressive brownfields-cleanup programs, with the Phalen Corridor as its centerpiece. The authority scrounged up millions of dollars from federal, state and private concerns and began using it to decontaminate brownfields in the corridor. Then it made developers an offer: If you commit to a high-quality, job-creating redevelopment, we will sell you the land you need — for \$1.

Next came groundbreaking for a public-private office-and-industry development called Williams Hill, overlooking downtown at the planned roadway's western end, at its junction with Interstate 35E.

About 2½ miles to the east of the Williams Hill Business Center, a crumbling and abandoned shopping center sat atop a drained and filled wetland at the other end of the proposed boulevard. City Hall bought the failed mall and bulldozed it, clearing the way for re-creation of wetlands as the centerpiece for a mixed-income housing development. Then Randy Kelly, a powerful state senator who later became mayor, arranged with help from other politicians for the state to build the Minnesota Bureau of Criminal Apprehension headquarters and crime laboratory a stone's throw away.

With Phalen Boulevard's anchors in place, roadway construction began in 2001 and finished in 2005. It unfolded in

three stages, with grand parties marking each milestone.

Today, every one of the three stretches hosts significant new addresses, and the project has won a bevy of national redevelopment and design awards. Milburn's organization disbanded but not before bringing more than 2,100 jobs and 1,000 homes to the area, now buzzing with cars, bicyclists and bulldozers.

"It didn't bring back 6,000 jobs all at once," Mayor Coleman said recently. "It hasn't solved all the world's problems. There's still a lot that needs to be done. But it has made it possible for a lot of good things to happen. People saw that there was something in it for everyone. And that's the part of the corridor's promise that has been kept."

Could same thing take root here?

Can Cleveland make, and keep, such promises and have something for everyone in the Opportunity Corridor?

"One lives on hope," quipped former Cleveland Planning Director Norm Krumholz, a nationally renowned urban-policy professor at Cleveland State University.

Cities often copy each other's successes only to find that success can't necessarily be transplanted, said Krumholz — especially when the filched ideas come from "cities that are doing well, like Minneapolis-St. Paul, to cities that are faltering."

Still, the boulevard makes sense and should be a high priority for the Jackson administration and the state, Krumholz added.

And so it is, say the mayor and his economic-development czar, Warren.

They have quietly worked with state and federal "stakeholders" for two years to try to pave the way for new pavement, and new opportunity. The only impediment, Mayor Frank Jackson said, is paying for it. That, he said, should be primarily the state's job.

There is little choice but to succeed, says Vickie Eaton Johnson, president of Fairfax-Renaissance Community Development Corp.

"It needs to get done. It has to get done," she said. "It's a matter of sooner or later, but I'm not accepting that it won't happen at all."

To reach this Plain Dealer reporter: jnichols@plained.com, 216-999-4578

housing for students and a wave of new residents in University Circle and the poised-for-a-turn-around neighborhoods near it.

But that could be just a start, advocates say — especially if a new boulevard could sweep away the “inconvenient to everywhere” knock that has long haunted the Circle and nearby neighborhoods in Cleveland and Cleveland Heights.

That's a lot of hopes and

swept through the blue-collar neighborhoods of St. Paul's East Side: Whirlpool Corp., 3M, Globe Manufacturing Co., Cannon Conveyor Co., American Hoist Works and Stroh's Brewing Co., to name just a few that closed or downsized drastically.

In less than 10 years, some 6,000 jobs vanished along the old rail corridor.

“Just imagine that uncertainty and pain,” Mayor Chris Coleman

and Arcade Street followed the factories' pattern. They shut down or fled to suburbia along with the middle-class children and grandchildren of earlier generations of Italian, Swedish and German immigrants. Owner-occupied homes became government-subsidized rentals. Crime and drugs infested the void.

It all sounds familiar in Cleveland, where Kinsman, Central and Fairfax and most of their



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he is 47 — to think about reor-

dering his priorities.
“You could have been presi-
dent,” she charitably scolded.
“But you chose something else.”

That wasn’t the only remarka-
ble moment during the impact
statement period.

Debra-Lewis-Curlee, executive
director of the Mount Pleasant
Community Zone and daughter
of the deceased, read a letter
written by her 10-year-old grand-
daughter, Maisha, who wit-
nesses the slaughter of her great-
grandfather. She was standing
less than 10 yards away.

Here is a portion of the letter:

“Will you please tell Mr. Eric
Carson I will forgive him, but
why would you ever try to shoot
someone while other human be-
ings are around? [Why] didn’t
you think about what you were
doing before taking that shot and
think about the possibilities of
what would happen?

“An old man ended up getting
shot for no reason. But now he is
in a better place. A place called
heaven. That is where he is going
to be without having any more
pain and he will feel better being
with his other loved ones.

“But let me tell him [Carson]
one more thing: God will forgive
you. I can forgive you. But you
should have thought one good
and useful minute about what
you were doing.”

Since the shooting, Maisha has
had to undergo therapy. It both-
ers her that her great-grand-
mother still cries a lot, especially
around holidays.

Young men will continue to
kill each other in this town for
pointless reasons. They will
sometimes kill the innocent in
their indiscriminate rage.

But perhaps Carson will take
the Lewis family request to heart.
Perhaps, he will be a better man
if he ever returns home.

He will never be president.

But maybe he can stop being a
killer.

Maybe one day he can stop
others from killing, too. He has
the Lewis family praying for him.

To reach Phillip Morris:

pfmorris@plaind.com, 216-999-5086

Previous columns online:

cleveland.com/columns



LISA DEJONG | THE PLAIN DEALER

Faydra Pulley pretends she is praying over Ty’Asha Taylor during a word exercise Wednesday at the Idea Center at PlayhouseSquare. The two 17-year-old seniors at Jane Addams Business Careers Center in Cleveland and others participated in “warm-ups,” where they experimented with language to help them with their poetry. The students will read their poetry as part of a play titled “History of the Word” at 8 tonight at the Ohio Theatre. The educational company Literacy Takes a Bow is sponsoring these workshops and the play for the 2009 International Showcase of Performing Arts for Youth.

Odds improve for Opportunity Corridor project

KAREN FARKAS
Plain Dealer Reporter

The Opportunity Corridor road-
way project between Interstate 490
and University Circle may be back
on track after languishing for more
than a year.

Planning for the \$300 million

project should begin once federal
and state highway officials agree
that a roadway is as vital to devel-
opment as it is to easing traffic con-
gestion, city officials told City

Council’s Aviation and Transporta-
tion Committee Wednesday.

Representatives from the Ohio
Department of Transportation,

Cleveland and Federal Highway
Administration meet next Thurs-
day to discuss the project’s criteria
for meeting federal funding.

The 2.4-mile boulevard would
run through Cleveland’s Central,
Kinsman and Fairfax neighbor-
hoods, roughly following an old
rail corridor. Proponents say it

would create jobs and rebuild local
communities as well as make com-
muting easier for those who work
in University Circle.

In 2007, the Ohio Department of
Transportation, which viewed the
boulevard as more of an economic
development project than a trans-
portation project, froze \$4 million

of the \$5 million it had allocated
for planning.

The money was freed up last
summer after Mayor Frank Jack-
son met with Gov. Ted Strickland
and Lt. Gov. Lee Fisher, but it can’t
be spent until after next week’s
meeting.

SEE CORRIDOR | B5

Small, rare wolves settling into home at Cleveland zoo

GABRIEL BAIRD
Plain Dealer Reporter

The leader of the pack has
yet to establish herself, but Sa-
rita looks like a contender.

While the Mexican wolf’s
five sisters explored the perim-
eter, Sarita trotted light-footed
down a trail in the snow to the
thick glass that separated her
from visitors to the Wolf Wil-
derness exhibit at the Clevel-
and Metroparks Zoo.

Seeing her reflection in the
glass, she curled back her
jowls, bearing fearsome white
fangs, and clawed at her reflec-
tion.

“She’s convinced me that
she’s the tough one,” said Tom
Robatin, a zoo spokesman.

Sarita and her five sisters
(Aprecia, Catori, Nancita,
Mitzi and Una) are the zoo’s
newest additions, having ar-
rived earlier this month.

This is the first time the zoo
has had this rarest, smallest

and most genetically distinct
of all wolf species, which was
nearly hunted into extinction
in the 1970s.

The zoo had a pack of gray
wolves, which came to Clevel-
and as adults in 1997, but
with a life span of just 15
years, a few died and others
have been transferred to new
homes.

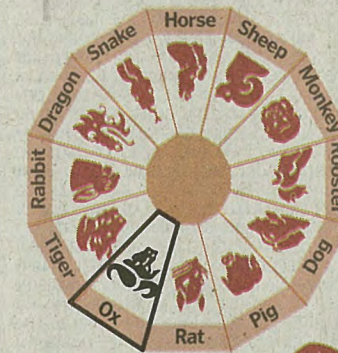
Mexican wolves were once
plentiful in the southwestern
United States and northern
Mexico. The species looks sim-
ilar to gray wolves, which once
roamed throughout the North-
ern Hemisphere. The main dif-
ferences are that the Mexican
wolves, which weigh 60 to 80
pounds as adults, are smaller
and have shades of beige and
brown mixed in with their
gray, white and black fur.

Both species hunt in packs
and, in captivity, are fed the
same sort of high-protein pel-
lets.

SEE WOLF | B4

Lunar New Year

This year, the new Lunar Year begins Jan. 26.
According to the Chinese calendar, it is the year
4706. Lunar New Year celebrations begin
on the first day of a new moon and continue
until the 15th day, when the moon is brightest.



Those born during the Year of the Ox

Kind, caring
souls, logical,
positive, filled with
common sense and
with their feet firmly
planted on the ground

Ox year

Sign of prosperity through
fortitude and hard work;
the ox is patient, tireless
in its work, capable of enduring
any amount of hardship without complaint

The calendar

Based on cycles of the moon

Dates to 2600 B.C., when
Emperor Huang Ti introduced
the first cycle of the zodiac

Each year is governed
by one of 12 animals

People born during that year
are said to assume some of
that animal’s personality

Ox is placed on the
second Zodiac location



SOURCE: Chinese Web sites
McCLATCHY-TRIBUNE

Recession hits Lunar New Year

Celebrations go on,
however scaled-down

ROBERT L. SMITH
Plain Dealer Reporter

The economic recession may
steal some of the fizz from Lunar
New Year toasts, which commence
Sunday, the eve of the Chinese
Year of the Ox. But if 10-course
feasts have been pared to five, li-
ons will still roar, firecrackers will
pop and the lucky color red will
shine bright in homes and busi-
nesses around Northeast Ohio.

Lunar New Year, celebrated by
Asians the world over, begins
Monday. Li Wah Restaurant, the
flagship of the Asian-flavored
neighborhood east of downtown
Cleveland, will host the first lion
dance of the season at 6:30 p.m.
Sunday at Asia Plaza, 2999 Payne
Ave., in Asiatown.

For the second straight year,
New Year revelers at Li Wah will
be offered the dinner menu in-
stead of the traditional 10-course
feast.

SEE LUNAR | B5

ing, not guilty to murder

Trenor was arraigned Tuesday before Galveston County District Judge David Garner. She and her husband were being held at Galveston County Jail on \$850,000 bail each.

Trenor said the couple hid the girl's body in a shed for two months before dumping it in Galveston Bay, where a fisherman later found it inside a box. Riley was known as "Baby Grace" until her identity was confirmed.

Riley's paternal grandmother, Sheryl Sawyers of Mentor, is expected to testify. She led police to Trenor and Zeigler after identifying a police artist's rendering of the girl when her identity was still a mystery.

Trenor and Zeigler were each charged with capital murder and tampering with physical evidence, but a jury could convict

Trenor of a lesser charge.

A jury pool of 150 people chosen Wednesday is expected to return to court next week for selection in Trenor's murder trial. Under a request by prosecutors that was granted Wednesday by the judge, the jury will not decide on the punishment for the evidence-tampering charge. No decision has been made about who will handle sentencing on the charge, which could yield two to 20 years in prison.

If convicted of capital murder, Trenor would receive an automatic sentence of life in prison without parole. Prosecutors had previously decided not to seek the death penalty.

Zeigler is being tried separately, and his trial date has not been set.

including representatives of nationality communities from throughout the region.

Anyone wishing to help the family can contribute to the Vijaya Emani Memorial Fund at any U.S. Bank branch.

A new try at reform: Heartened by a new president, supporters of immigration reform plan to revive a contentious issue.

A trio of community groups in Lake and Ashtabula counties are sponsoring a gathering Saturday to discuss the need for a warmer welcome for immigrants and a solution to the plight of illegal immigrants.

"We have to find a way to rebuild our economy. That means including and acknowledging the contributions of immigrants," said Veronica Dahlberg, director of Hispanas Organizadas de Lake y Ashtabula.

HOLA is sponsoring the town hall-style meeting with the Ashtabula NAACP and the AFL-CIO Retirees Council. It begins at 1:30 p.m. Saturday at People's Baptist Church, 3837 West Ave., Ashtabula.

New Arab leader: Stewards of the region's leading Arab-American social service agency hope a new young leader can spark its rebirth.

Nour Shamas, an immigration attorney from California, recently took the helm at AACCESS Ohio, the Arab American Community Center for Economic and Social Services.

The nonprofit agency on Lorain Avenue, in Cleveland's Little Arabia, offers translations, citizenship classes and family counseling — or did until budget cuts decimated its staff.

The Lebanese-born Shamas, 31, is charged with finding new funding and reviving lost programs. He moved to Cleveland from San Francisco in 2007, when his wife began her residency at University Hospitals. He said he saw the AACCESS opening as a chance to make an impact.

To reach this Plain Dealer reporter: rsmith@plaind.com, 216-999-4024

HARASS

FROM B1

State agrees to pay in harassment case

Both women said Gutierrez, the office's director of general services who shared a Columbus-area apartment with Dann and another top staffer, used his position to pressure them into having drinks with him and made lewd remarks and sexual comments to them regularly. At the time, Dann was involved in an extramarital affair with a 28-year-old staffer.

Elliott said a federal lawsuit that the women would have been eligible to file in February would have resulted in a larger verdict.

He said the actions of Gutierrez,

the atmosphere fostered by Dann's own affair and his neglect of proper decorum in the office led to a "hostile work environment" for the women — a legal phrase that can trigger large awards from juries in federal cases.

"If Marc Dann had not allowed the improper environment in that office — and had not been involved in his own inappropriate relationship with a staffer — and had understood the seriousness of the sexual harassment taking place, then people like Tony Gutierrez would not have been able to do those things," Elliott said. "Marc Dann is equally culpable for allowing this to go under his watch."

Elliott said each woman will collect about \$200,000 apiece, with the rest going toward legal

fees. He said both women will use the money "to try and get their life back in order" and mentioned going to college.

Elliott said that both had suffered emotional stress from the incidents and that Stout had a miscarriage in the intervening months. Stout resigned in February and, as part of the settlement, Stankoski offered her resignation Wednesday.

Reached via e-mail, Dann sent out a short statement questioning the settlement. "While I am sympathetic to the challenges that these women faced, in my view the facts do not support a payout of this magnitude," Dann said.

Plain Dealer Columbus Bureau Chief Reginald Fields contributed to this story.

LUNAR

FROM B1

Groups, library plan new year events

Owner Donna Hom blames a bleak job market.

"I worry if I have the big feast, I won't be able to sell the tickets," she said. "We still have the lion dance."

Members of the Kwan Lion Dance Team, trained by their late father, George Kwan Sr., a lion dancer from near Canton, China, will stage four dances at the restaurant through Jan. 31.

The lion, a fierce beast in Chinese mythology, is said to scare off evil spirits. Witnessing an authentic

lion dance — a martial art — is thought by many to bring good luck in the new year.

A listing of lion dances and other New Year activities in Asiatown can be found at asiatowncleveland.com.

Meanwhile, several groups outside of Asiatown plan New Year parties and commemorative events.

■ The Chinese Academy of Cleveland, a parent-run Chinese language school on the East Side, will celebrate Chinese New Year with a cultural program from 4:30 to 7:30 p.m. Jan. 31 at Shaker Middle School Auditorium. All are welcome. To reserve tickets, call 440-461-0605.

■ MotivAsians of Cleveland, a young professionals group, will celebrate the Year of the Ox with a 10-course feast at 5 p.m. Jan.

31 at Bo Loong Restaurant, 3922 St. Clair Ave. RSVP via e-mail to motivasianscleveland@yahoo.com.

■ Asians & Friends Cleveland will host its 14th annual Chinese New Year Banquet, Cultural Show & Dance at 6 p.m. Jan. 31 at Hunan Gourmet, 3614 Euclid Ave., Cleveland. Find ticket information at afcleveland.org.

■ The Cleveland Public Library will host four editions of its popular Lunar New Year Celebration, at 1 and 3 p.m. Feb. 7 and at 2 and 4 p.m. Feb. 8. The programs feature traditional Asian refreshments and entertainment, including a lion dance, in the Main Library Auditorium at East Sixth Street and Superior Avenue.

CORRIDOR

FROM B1

Prospects good for road project

"We have to clear up whether a project of this ilk can qualify for federal funds," said Chris Warren, the city's chief of regional development.

The Greater Cleveland Partnership so strongly supports the boulevard that its Economic Growth Foundation applied for foundation

money to hire a full-time project manager.

The Gund Foundation awarded a two-year grant of \$100,000 last month to the Economic Growth Foundation, which is awaiting word from the Cleveland Foundation on a request for a \$150,000 grant. Plain Dealer President and Publisher Terrance C.Z. Egger, a member of the Greater Cleveland Partnership's board of directors, said he volunteered to monitor the Opportunity Corridor project to make sure it stays on track.

Jackson is optimistic that state and federal funds, perhaps from

the proposed economic stimulus plan, will become available for Opportunity Corridor and three other major projects.

The mayor is seeking \$350 million for a new westbound Inner Belt Bridge that would pair with the current deteriorating Inner Belt Bridge.

He is also seeking \$50 million to repair a crumbling hillside along the west bank of the Cuyahoga River on Riverbed Street and \$30 million to turn the existing West Shoreway into a 35-mile-per-hour tree-lined boulevard.

RUSSO See DeFrancesco Notice
SANDS Susan P. (nee Decile)
SCHRADER Catherine A.
SCHULTZ Rita R. (nee Roth)
SCHURK Catherine (nee Draxler)
SIMA James Charles
SISTER MARY LeROY
STAFINSKY Jeffery
STEFANCIN Catherine M.
SZYPULSKI Chester M.
TADDEO Valentine R.
THORNTON Carol Ann
TOLLEY Seth T.
TOTI Ilona (nee Nevery)
VAIRETTA Fred P.
VANIK See Vairetta Notice
VARTORELLA See Arcuri Notice.
WRIGHT Alice Catherine
WALDROP Bernice
WELLS G. Pauline
WINDOFFER Virginia
WITTY Helen (nee Glowacki)
ZUNT Ronald D.

Death Notices

ANDRI

BRANDON MATTHEW ANDRI age 13, passed away Tuesday, January 20, 2009. Beloved son of John and Michelle (nee Schindler). Dear brother of Nicholas and Christopher. Loving grandson of Fred and Karen Schindler. No visitation. Funeral mass Friday, 10 a.m. St. Joseph Church, Strongsville. Family suggests contributions to Catholic Charities, 1111 Superior Ave. Cleveland, Ohio 44113. Arrangements by JARDINE FUNERAL HOME. www.jardinefh.com

ARCHINAL

NAN ARCHINAL (nee Brandenburg) of Shaker Hts., OH; formerly of Middletown, OH, passed away peacefully on January 17. Loving wife of the late Bill Archinal, with whom she spent many years in Key Largo and Miami FL, before moving back to OH in 2001, to be with her son. Devoted and supportive mother of Michael E. Jackson (JoAnne) of Shaker Hts., who instilled in him the need to do your best and to have faith in what you do. Proud grandmother of Anastasia Christman (Michael Bottoms) of Middleburg, VA, and Bethany Friedlander (Brad) of Pepper Pike, OH, who followed their passage into caring and accomplished adults with a great deal of pride and faith that each would make a positive difference in their worlds. Loving daughter of George Douglas and Violet Brandenburg, both deceased, of Mount Sterling, KY. Caring sister of Eugene Brandenburg (Virginia), Mary Meek (Robert, deceased) and Bonnie Brandenburg (all of KY) and the late Dan Brandenburg (Virginia, of Middletown, OH). Supportive aunt to many. Her first husband, William Ernest Jackson of Middletown OH, passed away in 1993. Nan also leaves behind her many friends, to whom she gave countless hours of patient listening to the important matters in their lives. Please see Nan's life story, at www.Brown-Forward.com and enter your visitation under Obituary. The family prefers that those who wish, may make contributions in her name to a charity of choice. Memorial Services will be held in Middletown, OH, on a date to be determined. Private interment in Mt. Sterling, KY. For additional information, full obituary and guestbook, please log online to www.Brown-Forward.com.

BROWN-FORWARD SERVICE
216-752-1200



2009; Wife of the late Henry W. Benning, Sr.; Cherished mother of Charles Benning, Sr. (Jean); dear grandmother of six, great grandmother of five and great great grandmother of three; Services on FRIDAY, JAN. 23, WAKE: 10:30 A.M., funeral: 11 a.m., at New Covenant Lutheran Church, 1424 Hayden Ave. WATSON'S FUNERAL HOME in charge. www.watsonsfuneralhome.com

BICAN



FRANKLIN EMIL BICAN "Skeeter", age 55, beloved son of Annamae (nee Toman) and the late Franklin E.; dear brother of Paul (Cathy); uncle of Paul Jr. and Michael; friend to many. Passed away suddenly on Jan. 16, 2009. 1971 graduate of Brecksville High School and 1975 from Cleveland State University. Worked many years for Cleveland Clinic Foundation and is retired from Southwest General Hospital. In keeping with Frank's wishes there will be NO SERVICES. At his request, his family will scatter his remains in those places he held dear. Being the consummate "computer geek", the numerous messages of fond memories, prayers and love that we have recieved will be joined with him so that he will always have with him part of his family and friends. In lieu of flowers, donations may be made to Royakton Woods Assisted Living, 14277 State Rd., N. Royalton, OH. 44133. They have been a loving home for Frank's mother for the past five years. BABITT FUNERAL HOME in charge of arrangements

BICKLE

CAROL S. BICKLE (nee Foster), age 65. Cherished mother of Jolene (Tameem) Ansari, Betsy (Richard) Howell, Susan (Michael) Bibler and the late William Bickle; loving grandmother of Alora and Anden Ansari, and Abby Howell; daughter of Dorothy (nee Stevens) and the late Russell Foster; sister of Gary Foster, Barb Smith, Judy Craig, and Ken Foster. Family suggests contributions may be made in Carol's memory to The Gathering Place, The Arnold and Syddell Family Campus, 23000 Commerce Park, Beachwood, OH 44122. The Memorial Service for Carol will be Friday, January 23, 2009, at 1 p.m., at THE PEDERSON FUNERAL HOME, ROCKFORD, MI. Relatives and friends may meet with the family on THURSDAY AT THE FUNERAL HOME FROM 7 TO 9 P.M. www.pedersonfuneralhome.com www.DeJohnFuneral.com

BLACK



ALVIN C. BLACK, age 53. Devoted husband of Lenora; loving father of Aaron and Darron Black and Thrice Price; dear grandfather of one; loving son of Josephine Black; cherished brother of 12. Funeral Services Saturday, 4:30 p.m. at CUMMINGS AND DAVIS FUNERAL HOME, 13201 EUCLID AVE., WHERE FAMILY WILL RECEIVE FRIENDS 4:00 UNTIL 4:30 P.M.

BOULTON

See RAUCH Notice

BRAL

See VAIRETTA Notice

BRANDENBURG

See ARCHINAL Notice



THE PLAIN DEALER

Opportunity Corridor in Cleveland could be a toll road, ODOT says
 Opportunity Corridor might get new life

Thursday, February 05, 2009

Karen Farkas

Plain Dealer Reporter

Opportunity Corridor, the sought-after link between Interstate 490 and University Circle in Cleveland, could be a toll road if it's built.

The proposed 2 3/4-mile corridor, like many other planned roadways, bridges and interchanges across the state, has been mothballed. Some have been on hold for years. Now those projects could include tolls, generating money to pay for themselves.

Such an idea would turn infrastructure dreams into reality, Scott Varner, spokesman for the Ohio Department of Transportation, said Wednesday, two days after Gov. Ted Strickland laid out some of his plans for state transportation that would allow tolls.

"There is great potential to revisit a project that stalled in the past because of the cost," he said.

Among other projects that could get a new look are two interstate highways last proposed in the early 1990s.

Interstate 73 would provide the first interstate link between Toledo and Columbus, continuing on to Portsmouth. A proposed 84-mile Interstate 74 would link Cincinnati to I-73 at Portsmouth.

Varner said some new projects have languished since Strickland took office two years ago because the governor emphasized a "fix-it-first" policy, and ODOT did not have revenue for such large-scale proposals.

Under the governor's new plan, which has to be approved by state legislators, tolls would be authorized by ODOT at the request of cities or new transportation improvement districts. Toll revenue would go only to that planned project.

Currently only the Ohio Turnpike Commission can charge and collect tolls.

Tolls might be collected by an electronic toll system, similar to E-ZPass, which is being installed on the Ohio Turnpike. E-ZPass allows drivers to cruise through toll plazas, where antennas pick up account information from special windshield tags. The toll is automatically deducted from the driver's account.

While no specific qualifications or projects have been discussed, a toll project must meet two major criteria, Varner said.

"It has to add new capacity and be of regional or statewide importance," he said. "They have to have some sort of value that people would be willing to pay for."

A two-lane road could be expanded to a four-lane highway. A four-lane divided road could be improved to become an interstate. New roads that would encourage economic development, such as Opportunity Corridor, could qualify.

JOB NO	39853	Contract	✓
ADY		Responsibility	
AKL			
CAC			
DOE			
JEI			
PHI			
URS			
KTH			
LFL			
NFF			
HHV			
ZSS			
WLE	✓		✓
CIN			
COL			

JTS ✓

Tolls may be the only way to get the corridor built.

Cleveland Mayor Frank Jackson is seeking \$300 million in federal economic stimulus money to build the boulevard, but those funds probably would pay for projects that could get under way more quickly. The corridor is still in the planning stage.

If the city supports a toll, it could seek a low-interest loan through ODOT to build the parkway, paying it back with toll revenue.

Jackson was unavailable for comment Wednesday, said his press secretary, Andrea Taylor.

Another project considered a priority for the city is replacing the current eight-lane Inner Belt Bridge with a new span. However, the bridge probably would not qualify for a toll because it does not add capacity. But building a new \$300 million bridge north of the current Interstate 90 bridge could.

The United States has about 5,000 miles of toll roads, according to the U.S. Department of Transportation.

While some states are seeking federal permission to add a toll to an existing interstate, most tolls are collected on new projects. Some states form a regional toll authority to collect tolls, while others authorize their department of transportation.

Ohio first began collecting tolls 177 years ago when its portion of the National Road, from Wheeling, W.Va., to Indiana, was turned over to the state.

To reach this Plain Dealer reporter:

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Cleveland **MAGAZINE** POLITICS

Thoughts and reports about politics in Greater Cleveland
by Cleveland Magazine senior editor Erick Trickey

Showing newest posts with label **Opportunity Corridor**. [Show older posts](#)

THURSDAY, MARCH 5, 2009

Opportunity Corridor and the Inner Belt Bridge



So far the crowd's favorite part of the speech was when the mayor identified four infrastructure projects as really important to our economy: a new Inner Belt bridge, the Opportunity Corridor, the West Shoreway and (this one's new to me) the riverbed road.

That's good, because everyone wants a new Inner Belt Bridge. Most every commuter I know is scared of the current bridge, now that the state has had to lighten its load, though few feel they can easily avoid the bridge.

Years ago, Jackson was not enthusiastic about the Opportunity Corridor, the proposed boulevard to connect I-490 and University

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ABOUT ME

ERICK TRICKEY

I'm a senior editor at *Cleveland Magazine*. I've been writing about Cleveland and its politics since 2000.

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Opportunity Corridor panel holds first meeting

Published: Friday, May 15, 2009, 9:09 PM Updated: Friday, May 15, 2009, 10:25 PM



Karen Farkas, The Plain Dealer



Associated Press file

Extending Interstate 490 from East 55th Street to East 105th Street could be a promising endeavor for University Circle and nearby Cleveland neighborhoods.

Few road projects hold so much promise for so many people.

The **Opportunity Corridor**, a proposed 2¾ -mile parkway extending from where Interstate 490 ends at East 55th Street to East 105th Street, could lead to economic development.

It could also lead to community development for neighborhoods ravaged by unemployment and foreclosure as well as provide a transportation link between interstates and the thriving medical and cultural hub in University Circle.

The proposed corridor holds so much promise that a private-public steering committee, with a paid project director, will work with the **Ohio Department of Transportation** to make it a reality.

Related content

- **Opportunity Corridor in Cleveland could be a toll road, ODOT says**
- **Opportunity Corridor project between Interstate 490 and University Circle may be back on track**
- **Cleveland's Opportunity Corridor project gets back on track**

It is the first time an independent committee has formed to help ODOT coordinate and promote a project, said Bonnie Teeuwen, deputy director of the district that includes Cleveland.

The 19-member panel, which met for the first time Friday, includes political leaders and civic, business and neighborhood representatives.

ODOT recently allocated \$20 million in federal stimulus money for the project's environmental studies and planning.

Mayor Frank Jackson, a member of the committee, is seeking \$59.2 million in the new federal transportation bill for the parkway's right-of-way acquisition and design. If \$300 million can be acquired to build the road, it would be completed in 2017, said project director Terri Hamilton Brown.

The goals of the steering committee include planning the community and economic components of the project and meeting with residents to seek suggestions. Still, much needs to be done to make the Opportunity Corridor a success, said Jackson, **Cleveland Foundation** President Ronn Richard and several City Council members who are on the committee.

Richard said the area has to be attractive to business owners or it could face the same problems as the newly completed Euclid Corridor, which still has empty storefronts.

Council members Phyllis Cleveland and Mamie Mitchell said the development has to extend beyond the corridor into their communities.

"In my community they say it is an 'Opportunity for whom?' " said Cleveland. "My focus is that this will equally benefit the neighborhoods. I need to know the commitment to make that happen is there."

Plain Dealer President and Publisher Terrance C.Z. Egger and Jamie Ireland, managing director of **Early Stage Partners**, which provides venture capital financing, co-chair the committee, which is supported by the **Greater Cleveland Partnership**.

Many of the participants Friday, including Hamilton Brown, have been involved in the corridor project since it was proposed in 2000 as the University Circle Access Boulevard. That name, in fact, is part of the reason residents in the affected Central, Kinsman and Fairfax neighborhoods opposed the road, saying it would merely funnel commuters to University Circle.

ODOT set up a 60-member committee but the project stalled in 2007 after the state agency, which was not convinced the road was needed, froze \$4 million of the \$5 million it had allocated for planning.

That money was freed up last year after Jackson met with Gov. Ted Strickland and Lt. Gov. Lee Fisher, a member of the newly formed committee.

On Friday, committee members said they will tour the corridor area on June 9 and meet again on a date to be decided.



Opportunity Corridor needed to spur development more now than 4 years ago, when Ohio Department of Transportation plans stalled

Published: Thursday, September 10, 2009, 8:41 PM Updated: Friday, September 11, 2009, 8:34 AM

Mary Ann Whitley, The Plain Dealer

Mary Ann Whitley, The Plain Dealer

The need for a parkway from East 55th Street to University Circle to spawn economic and community development has grown even greater since the proposal has lain fallow for four years because of a lack of funds.

With so much vacant property near the proposed Opportunity Corridor, the development possibilities are limitless, said Terri Hamilton Brown, project director of the group that will coordinate and promote the project.

Eight potential development areas along the 23/4-mile route, totaling 352 acres, have been identified.

"Land use and transportation can't be separate," said Brown who heads the steering committee working with the Ohio Department of Transportation.

"We have to look at how to reactivate abandoned land."

Proponents of the \$375 million project say it would spawn economic and community development and provide a transportation link between interstates and the thriving medical and cultural hub in University Circle.

Many residents in the affected neighborhoods have remained unconvinced, saying it would merely funnel commuters to University Circle. The road could open in 2017 if federal officials approve the project and money is allocated.

The amount of vacant land along the proposed boulevard, which would run through Cleveland's Central, Kinsman and Fairfax neighborhoods, surprised the committee, Brown said at a recent committee meeting. The group includes political leaders and civic, business and neighborhood representatives.

A 3-square-mile area near the proposed road, which will extend from where Interstate 490 ends at East 55th Street, will be directly affected, she said.

"We have planned with this project in mind for the last five years," said Vickie Johnson, executive director of Fairfax Renaissance Corp. and a committee member. She said vacant and abandoned houses and buildings along East 105th

ODOT meetings

The Ohio Department of Transportation is holding two meetings on Tuesday, Sept. 22, to get public input on routes for the proposed East Side boulevard known as Opportunity Corridor.

The first meeting is from 11:30 a.m. to 1:30 p.m. at the Cleveland Play House, 8500 Euclid Ave. There will be a presentation at noon.

The evening meeting is from 6 to 8 p.m. at Mount Sinai Baptist Church, 7510 Woodland Ave., Cleveland. That presentation starts at 6:30 p.m.

The agenda is the same for both meetings.

Information on the project is available at www.innerbelt.org.

Street and near the planned road have been targeted for demolition because of potential redevelopment.

"There is more vacant land, absolutely," she said. "But I don't know if as many of them would be gone if it was not for major development coming down the pike, which helps you prioritize."

Brown said office/research facilities could be built along East 105th Street and the University Circle area and distribution facilities between East 55th and East 79th streets. Light industry would be sought for large tracts of land.

"If there was small retail we would make sure it would not compete with established retail in neighborhoods," she said. The group is focusing on business and industry. "There was very little conversation about housing or public or community service activities."

ODOT invested several years and \$1.1 million to identify two routes for the Opportunity Corridor for further study until it ran out of money in November 2004. It is now moving forward with \$14 million in federal funds allocated for planning and environmental studies.

The agency will choose the route and submit required engineering and environmental documents to the Federal Highway Administration by March 2012, said Dale Schiavoni, director of transportation planning for the ODOT district that includes Cleveland.

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Residents, business owners along Opportunity Corridor are skeptical of project's benefits

By Karen Farkas, The Plain Dealer

September 22, 2009, 7:35PM

university-circle-opportunity-corridor-much-needed-project.jpg

The 2¾-mile Opportunity Corridor parkway, the road linking East 55th Street with University Circle, is slated to open in 2017. Residents of the Central, Kinsman and Fairfax neighborhood in Cleveland are concerned about the route the road is going to take.

CLEVELAND, Ohio — The Opportunity

Corridor probably will be built,

according to most people who live along the proposed 2¾-mile parkway from East 55th Street to University Circle.

But some longtime residents, who have listened to similar road proposals for almost 40 years, say they probably will reap no benefits from the project, which Cleveland and state officials say will lead to economic and community development in the city's Central, Kinsman, Buckeye and Fairfax neighborhoods.

"We understand it is a done deal but this will not give anyone a job," Joe Dennis said at a public hearing Tuesday afternoon at the Cleveland Play House. "These are feel-good sessions."

He and his sister, Mary Dennis, who both live on East 90th Street, believe their homes are in the way of the preferred route for the road.

"I've been here almost 60 years and it is going to put me outside," said Mary Dennis.

The siblings joined about 150 other residents, business owners and officials at the hearing organized by the Ohio Department of Transportation. The agency must hold hearings as part of the process to build the road. It held a similar meeting Tuesday evening at Mount Sinai Baptist Church.

ODOT is resuming work on the \$375 million project after setting it aside for five years because of a lack of money. It now has \$14 million in federal funds for planning and environmental studies.

At the meeting at the Play House, ODOT and other officials reviewed work done in 2004 that narrowed its scope to two alternative routes for the road, both of which are south of the Norfolk Southern rail trench and will result in demolition of an unknown number of homes and businesses.

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The road is expected to open in about 2017.

Many at the meeting supported the project, and some asked if it can be completed earlier than proposed.

"Let's get on and do it," said Roosevelt Smith Jr. of East 69th Street, who said he recalled discussions of a road in the mid-1960s. "There is finally a chance to complete it so let's put it on the fast track."

Bonnie Teeuwen, deputy director of the ODOT district that includes Cleveland, and Terri Hamilton Brown, project manager of a new committee working with ODOT to coordinate and promote the project, repeatedly emphasized that residents in the area around the route would have input and would benefit from development spurred by the road.

"Our hopes are that we have a process that involves you in our plan," said Brown. Her committee, co-chaired by Terrance C.Z. Egger, publisher of The Plain Dealer, plans to reach out into the community well beyond ODOT's federally required public meetings, next scheduled for March 2010.

Brown said the committee will soon organize community gatherings.

"We will talk further of routes, land use for vacant and underutilized land and project design," she said.

Skepticism remains high about the project, which some residents who spoke maintain will simply provide quick access for commuters working at the Cleveland Clinic and University Circle institutions.

And while the road will attract business, it may also lead to the loss of businesses in its way, said Steve Horvath of Brost Foundry Co. on East 55th Street.

"No one has consulted with us," he said of concerns his business may be eliminated. "This could affect hundreds of workers."

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Facts About the Greater Cleveland Economy

You're at a cocktail party and the person next to you starts pontificating—using unsubstantiated and incorrect information—about the “doom and gloom” of the Greater Cleveland economy. You could walk away and refill your plate with another helping of hors d'oeuvres, or you could stand your ground and firmly (yet politely) set the record straight.

The fact is that, yes, the recession has yet to loosen its grip, but several “game-changing” and unprecedented opportunities emerged last year that bode well for our long-term economic vitality: The Greater Cleveland Partnership had a significant role in many of them, including:

1 Passages of Issues 3 (gaming), 4 (Tri-C levy) and 6 (county government reform) in November, all of which will support long-term job creation and investment in our state, region and, county and city.

2 Momentum continued to build to move the Opportunity Corridor forward. When completed, it will improve connectivity from downtown Cleveland to University Circle's arts and culture and medical institutions and provide increased access to



job opportunities for residents in adjacent neighborhoods.

3 Unparalleled level of potential investment totaling \$1.5 billion is now poised for downtown Cleveland, including the \$276 million Flats East Bank neighborhood development to be built on the banks of the Cuyahoga River and bordering the Warehouse District; the \$425 million medical mart and convention center project; and the \$600 million casino development.

4 The Cleveland Metropolitan School District's MC2 STEM High School opened on the GE Nela Park campus, offering a guide to how school transformations can be accomplished.

“Clearly, there's a lot of work to do in the months ahead,” says Joe Roman, GCP President and CEO, “and we're prepared

to represent the private sector in collaborative efforts to achieve real progress. For example, over the next 13 months, the GCP will work with the County's Transition Advisory Group and representatives from New Cuyahoga Now, the group that led the successful county reform campaign, to fulfill the specifics and intent of the new Charter's objectives.”

This is just a snapshot. We invite you to “get the facts” by joining us at the GCP Annual Meeting on Thursday, March 4, in the newly restored Gartner Auditorium at the Cleveland Museum of Art. “There's a positive transition that's beginning to take shape,” says Roman.

And that's the real story. ●

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Save the Date!

GCP Annual Meeting



Be the first to see The Art Museum's newly renovated auditorium and hear first-hand how our region is positioned well to capture exciting economic opportunities.

Date: Thursday, March 4

Time: 7:30 – 9:30 a.m.

Place: The Cleveland Museum of Art

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CLEVELAND SCENE

NEWS » NEWS FEATURES

February 10, 20

OPPORTUNITY OR OPPORTUNISM?

East-side residents wary of "Opportunity Corridor" proposal

by DAMIAN GUEVARA

Opportunity fled Emma Barnes' Kinsman neighborhood decades ago, along with the white people who flew to the suburbs and the industry that closed up shop (but conveniently forgot to take its toxic waste). Kinsman earned the bleak tag of "Forgotten Triangle." Barnes, 79, has lived among the neglect all her life, but local government and big business want to assure her that prosperity is on the way.

How exactly do city and civic leaders want to transform the fortunes of Kinsman, one of Cleveland's poorest enclaves? Tear it up and build a road through it. While the idea of a faster commute may sound good to some, the plan could dislodge Barnes and her neighbors from their homes — houses they do not wish to abandon. "We are people with homes paid for," says Barnes. "Some of them don't look too hot, but it's home."

Pushed by the area's business elite and guided by the Ohio Department of Transportation, Cleveland wants to construct a three-mile, 35-mph boulevard to connect the end of interstates 77 and 490 (at East 55th Street) to East 105th Street and the University Circle district. To sweeten the idea for doubters, the road proponents promise that the undertaking will ignite business and job growth in Kinsman and 350 acres of inner city. The target area also includes parts of the Central, Fairfax and North Broadway (in Slavic Village) neighborhoods.

The occupants of up to 123 residential units — homes and apartments — could be displaced, according to officials and a project fact sheet provided by ODOT. Construction activity could affect many more streets. Officials must first map out an exact route for the proposed road. Then the city will attempt to secure \$375 million in federal money needed for the project (\$15 million in taxpayer money has already been put into the planning of the road).

It's yet another project born from the alliance of government and business, and residents remain suspicious. The idea of building a road through Cleveland's near East Side neighborhoods has surfaced time and again since the late 1950s, say neighbors; its usefulness as a thoroughfare seems to be the only thing that draws the city's interest. Where have city and business leaders been all these years, as Kinsman became the city's industrial dumping ground, streets fell into disrepair

and supermarkets, banks and playgrounds disappeared? Today, the neighborhood is predominantly black (96 percent) and mostly poor — 57 percent living under poverty level, according to Case Western Reserve's NEOCANDO database. (That figure is based on 2000 Census data and is likely higher today).

Now, Barnes and her neighbors fear that the only things they have — their homes and land — will be stripped away. "It's just wrong," says Barnes on a recent afternoon, sitting in an easy chair in her home on Rawlings Avenue. "It's like they're milking the cow — the udder is empty, and they're still pulling on it."

Jerking the udder these days are Cleveland Mayor Frank Jackson and the Greater Cleveland Partnership, the region's influential chamber of commerce/business coalition. Jackson, who used to represent the area (Ward 5) as a councilman, was at one time opposed to any road project. But when business leaders made the golden promise of economic growth in the neighborhood, the mayor jumped on board. (In the past, Jackson has spoken sharply against questionable building projects, including a 1992 proposal by Cuyahoga County to build a jail in the neighborhood: "If they want to improve the area, why not build new homes, places for people to shop?" Jackson was quoted in *The Plain Dealer*.)

The public face of the Greater Cleveland Partnership for the road project is Terri Hamilton Brown, a former National City Executive, and former head of University Circle Inc. and the Cuyahoga Metropolitan Housing Authority. In an effort to win support for the project, Brown has helped to organize townhall meetings where she and city planners tell residents that officials want to improve the neighborhood. To further market the idea to skeptics, the proponents have dubbed the project "Opportunity Corridor."

That moniker spurred the obvious question: "Opportunity for whom?" For special interests, say critics. Longtime watchdog journalist Roldo Bartimole has blasted the project online and has been especially critical of *Plain Dealer* publisher Terry Egger's involvement in the project, calling it a conflict of interest. Roldo says the paper's coverage of the issue is little more than propaganda. Egger is on the board of directors of the Greater Cleveland Partnership and co-chairs its "Opportunity Corridor" steering committee. He is also a trustee for the Cleveland Clinic, which is just minutes from University Circle. Egger declined to be interviewed for this story.

"Corruption doesn't always mean a politician or building inspector taking a pittance of a bribe," writes Roldo. "Corruption comes in many forms. And selling this as a project to help poor people is as sick as it gets."

But pushing the project they are. *Scene* visited a townhall meeting last week at Elizabeth Baptist Church on Holton Avenue, and two moods prevailed: frustration and resignation.

Councilwoman Phyllis Cleveland, who represents Ward 5, said she understood that the project could "kill the neighborhood" but was willing to hear about possible benefits to the community. "I don't really care about getting people to University Circle any faster, but I see what it can do for the neighborhood," Cleveland told the audience of about 60 people.

When officials opened the floors for questions, Jeff Buster, an activist from Shaker Heights, called the plan to spend millions on the boulevard a "social crime" that exploits a poor community. "Would you raise your hand if the Greater Cleveland Partnership has ever done anything in your neighborhood?" asked Buster (no one did). He suggested that the city use the millions to fix up the streets that exist in disrepair today.

Danny Williams, who lives on Holton Avenue, says he and his wife don't know whether to make essential improvements to their house, like installing new windows, with yet another road project looming over their heads. "We really don't care about the road," says Williams. "Our lives are on hold. We need to know when and how much money."

Emma Barnes and her husband Robert sat in the audience and also chimed in. "We know this is built for the people in Akron and other suburbs," says Robert. "All of this is designed for people out of town."

Officials told residents that a federal program would allow them to relocate to a comparable home but Robert Barnes wants assurances that any compensation deal is fair. "If you want the land, pay the people for what they've put into it," he said.

Others asked if residents would be able to get jobs and if business leaders had prospects for industry lined up (the answer to the latter was no).

In an interview a few days after the meeting, Brown said she understands people's frustration with the lack of details, but that's why proponents are reaching out to residents now. "We will refine our plan based on what we've heard, and then we will be able to talk specifics about whose property is being touched or not," she says. She told residents that the option to nix the project remains.

As for the suggestion that the money be used to fix up existing infrastructure, Brown says the status quo will not spur growth. "The roads are there now; the land is there now," she says. "That's not causing anybody to build anything."

Save for several businesses and churches — the Orlando Baking Company fills Barnes' street with the scent of bread — the neighborhood looks dangerously desolate. According to proponents, more than 200 of the 350 acres eyed for the project are vacant, but crumbling structures on the brink remain standing. Environmental concerns, including lead hazards, threaten the health of residents, and an ODOT official says testing for environmental dangers is underway as part of the roadway planning.

It's this tough political and physical landscape officials must negotiate, and their feel-good message is not reaching everyone. Antonio Wesley II lives in the path of the highway-to-be, on a small residential street just south of Buckeye called Tennyson. A dreary, abandoned metal works sits across the street from the house Wesley shares with his girlfriend and their two children.

Wesley, 26, grew up in the neighborhood and says he and his young family would rather not leave their home. He only heard about the project from seeing a newspaper article. Someone with a camera taking pictures in the neighborhood (presumably a consultant) also informed him of the plan. Despite his house's location — smack in the middle of the future road — he has yet to hear anything else. The word of opportunity has yet to reach him. "We're still in the dark about it," says Wesley. "We find it disappointing if they go forward with it."

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[News Features archives](#)



Opportunity Corridor plan moves ahead

Committee conceptualizes development along I-490, University Circle link

By [JAY MILLER](#)

4:30 am, April 5, 2010

A sour economy and a lack of firm financing haven't deterred state highway planners and Cleveland community leaders from pressing ahead with the Opportunity Corridor, a \$350 million plan to create a 2.75-mile boulevard and development zone that would connect the eastern stub of Interstate 490 with University Circle.

The Ohio Department of Transportation expects to select a final route for the four-lane road by early 2011, with construction likely to begin in 2015 and to be completed in 2019. That's a long way off — too long for some advocates — but the project is in a better position now to move ahead than it has been since it was first proposed in 2003 during planning for reconstruction of Cleveland's Inner Belt.

Terri Hamilton Brown, a consultant to the Greater Cleveland Partnership business advocacy group who's heading a public-private steering committee planning the corridor, said she hopes the committee can complete a community and economic development plan for neighborhoods along the route by Jan. 1 and can win the city of Cleveland's approval of a land use plan before year-end.

The project still needs to line up federal, state and perhaps local money for construction of the corridor, which has been the subject of on-again, off-again financing commitments. That wait and the long timeline for construction frustrates some of the roadway's strongest backers, who would like to see the project put on a faster track for completion.

"We don't think the project can come soon enough," said Chris Ronayne, president of University Circle Inc., one of the project's biggest boosters. "University Circle is growing out of land."

Mr. Ronayne said he already is envisioning what he calls a "Medical Mile" along the corridor's eastern end that would give University Circle health care and medical institutions room to grow. It could include office space for the Cleveland Clinic and University Hospitals, both of which already have back-office workers in buildings in the eastern suburbs.

Mr. Ronayne noted the Clinic had to push its boundaries south toward the corridor site to build its Global

Cardiovascular Innovation Center, and that Cleveland developer MRN Ltd. is transforming the former Tudor Arms Hotel into a \$22 million Doubletree Hotel at East 105th Street and Carnegie Avenue, where the corridor would meet University Circle.

Catalyst needed

The Opportunity Corridor is planned as a divided and landscaped boulevard with limited intersections that would link to Interstate 490 at East 55th Street, follow rail tracks to East 105th and then become East 105th until it reaches University Circle.

The road is a priority for Cleveland Mayor Frank Jackson because it would open for redevelopment 200 acres of largely abandoned land — much of it already zoned for commercial and industrial uses — in a section of the city's impoverished southeast side that is called the "Forgotten Triangle."

To push the project, the city, ODOT and the Greater Cleveland Partnership created the Opportunity Corridor steering committee chaired by Ms. Brown to oversee the project and hold public meetings in the neighborhoods touching the corridor.

Paul Volpe, president and founding principal of City Architecture, already is working with the steering committee on design concepts for developments along the road as well as site plans for key areas.

"This neighborhood is very depressed," said Robert Brown, Cleveland's planning director. "Unless we do something different, like this roadway, the chances of a dramatic turnaround (in that area) are not great."

Project planners estimate that 2,200 of 5,500 parcels of land in the target area are already vacant or abandoned.

After an urban feel

The idea is that while ODOT designs and builds the roadway, the city and community development groups would assemble adjacent land into developable tracts.

"I imagine as we begin our market assessment we will begin to talk to developers, not with the purpose of selling them anything but gaining their insight to help shape our plan," Ms. Brown said.

Mr. Brown, the planning director, imagines an urban feel to the corridor, with buildings separated from a tree-lined roadway by only a sidewalk, what he is calling "linear, urban office parks." Some of the boulevard could be home to office or research-and-development buildings, while other space could be used for light manufacturing. Parking lots would be hidden from view, behind the buildings.

At the west end of the corridor, Slavic Village Development, a community development nonprofit, is looking at the potential for residential and other development. Marie Kittredge, executive director of Slavic Village Development, said there are some businesses to the west of East 55th Street, "but there's a lot of land that is underutilized."

"That's where we would look for development, also along East 55th," Ms. Kittredge said.

Others were reluctant to be more specific about development opportunities for fear of stirring up land speculation.

No quick fix

One reason the project likely will continue to move slowly is that there is little interest among investors for development land in a slow economy.

Joseph Martanovic, a senior vice president with Colliers Ostendorf-Morris who specializes in industrial property, said there would be little interest in the land for several years.

"It's not attractive industrial land now," Mr. Martanovic said. "It's going to take minimally 10 years (for interest to blossom) and assembling the land will take time. Way down the road there is going to be development there, but the road has to be done (first)."

Minimizing dislocation is another reason for a slow pace. Avoiding as much residential disruption as possible will be a key factor in the choice of a roadway alignment.

Cleveland City Councilwoman Mamie Mitchell, whose Ward 5 covers a large portion of the corridor, said she hasn't been swamped with objections to the concept, but knows backs will stiffen when a final route is chosen.

"The best route will be the one that displaces the fewest people," she said.

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Maingate Market Place plan could bring renewal to East 55th Street and Woodland Avenue

Published: Monday, July 19, 2010, 8:00 PM Updated: Tuesday, July 20, 2010, 6:55 AM



Steven Litt, The Plain Dealer

Proposed plan for a new wholesale food district

The Maingate Business Development Corp. wants to create a new market to be the front door to the city's food distribution plants in the area, to provide fresh, locally grown produce in a Cleveland food desert and to prevent a gas station or drive-through bank from taking over the property and killing for decades the chance for something better. The idea has official city support. Maingate will circulate an RFP to developers in September.



SOURCES: Maingate Business Development Corporation; ESR; TeleAtlas

THE PLAIN DEALER [View full size](#)

CLEVELAND, Ohio -- The intersection of East 55th Street and Woodland Avenue, one of the busiest in Cleveland, is dominated by gas stations, fast food joints and lots of asphalt and concrete.

If the **Maingate Business Development Corp.** has its way, five acres of sunburned grass and weeds at the southwest corner of the intersection could sprout something healthier and more appealing than the

present landscape -- a new East Side market.

Conceived as the gateway to the large but little-noticed cluster of food wholesaling businesses in the area, the **Maingate Market Place** would be the East Side's answer to the West Side Market.

It would also bring fresh food to low-income neighborhoods in the area, while giving a nondescript part of the city a far more prominent place on the mental map of the region.

"This has the ability to draw from all of Northeast Ohio, but also to be the front door to the neighborhood," said Michael May, executive director of the Maingate Corp.

The nonprofit organization represents 500 businesses with 15,000 employees in the city's little-noticed food distribution and industrial zone, which swings in an arc from the Cuyahoga River to East 93rd Street.

Over the past year, May has quietly promoted Maingate's vision for the \$30 million project. It would include a seasonal farmers market, restaurants, retail outlets for local food distributors plus the renovation of an office and warehouse building just west of the intersection, owned by the Cleveland Metropolitan School District.

Maingate will formally test the viability of the idea in mid-September by sending a request for proposals to developers. The main challenge is money. Maingate Corp. can't finance the development independently, but hopes a private developer will step up.

The vision is very much back-to-the-future. In the 1940s, before explosive growth in the city's suburbs, East 55th and Woodland was a dense, vibrant retail district.



Dorsky Hodgson Parrish Yue

An artist's rendering of the Maingate Market Place proposal.

May said the Maingate Market could restore vitality to the intersection and call attention to nearby businesses such as the Northern Ohio Food Terminal, which houses a large slice of the region's wholesale food industry.

It would also boost prior redevelopment projects in the area, including Arbor Park Village, an attractive, federally subsidized housing project built in the 2000s, which replaced the blighted Longwood apartments.

Conceptual plans drawn by the Cleveland architecture firm of Dorsky Hodgson Parrish Yue call for a 50,000-square-foot farmers market on five acres of city-owned land facing the big intersection, with an arcade leading to a pair of restaurants, specialty food shops and a greenhouse.

The main building would be open-air, but would also have enclosed areas to keep it running year-round, May said.

"It would be a food and farmers market through the more friendly months, but also a venue for activities, entertainment, festivals and holiday gatherings," he said.

The school district building west of the intersection, built in the 1930s as an office and factory for General Electric, would be renovated with a year-round public market on the ground floor and with spaces for culinary education and offices above.

May said the school district would lease back the building's third floor, which is now used as a computer data center.

In total, the project would encompass more than 10 acres of property and roughly 270,000 square feet of construction.

So far, the concept is receiving a strong positive response from city officials, neighbors and foundation officers.

In March, the Cleveland Planning Commission approved the market enthusiastically.

"This proposal is a way of capitalizing on assets" such as the Northern Ohio Food Terminal, said Robert Brown, the city's planning director. "It's a great marriage of retail with a wholesale facility."

Lillian Kuri, the Cleveland Foundation's program director for architecture, urban design and sustainable development, said Maingate Market "is a fabulous idea."

"It's going to take something that is already an important economic engine for the future, like food, and turn it into an anchor for the community. From a strategic planning point of view, it's top-notch."

Kuri also said the market would bring fresh food to a "food desert" on the city's East Side, where supermarkets are scarce -- an irony considering the massive wholesaling operations in the neighborhood.

Eliot Gelb, president of Ohio Farmers Inc., which operates a food service distribution plant on 13.5 acres just south of the site proposed for Maingate Market, said it would bring new prominence to the wholesaling district. It would also capitalize on the area's close proximity to Interstates 490 and 77.

"I think they'd get a lot of visibility," Gelb said. "A lot of people would go through there."

May said that part of the motivation behind the project is to prevent the last open property at the intersection from filling up with another gas station or drive-through business. On a hot July morning, the roar of traffic mingles with the aroma of tailpipes and fried food.

Brown said he agrees strongly with May's logic.

"If there were a modern, classy destination" at the intersection, "you would get people going to that corner," Brown said.

It's uncertain how much Maingate or its developer would have to pay to acquire the property needed for the project. Discussions have been cordial, but Maingate hasn't asked about prices. For their part, officials for the district and the city say they haven't evaluated how much the property might be worth.

May said he doesn't want to make the "asks" until he hears from developers.

"It's chicken-egg," he said.

Nevertheless, May said he hopes the city would simply give the five acres to Maingate or charge only a nominal amount.

"These kinds of projects are costly, so obviously if [the cost of] land can be brought down as part of the financing. That's a great jump start," May said.

Brown said it would be premature to discuss what the land might be worth. A spokesman for the school district said the same of the district's building.

Still, May is hopeful.

The market, he said, "is going to be a great gathering place for people of the immediate area and all of Northeast Ohio. We really want to see it be a draw throughout the region"

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MARVIN FONG | THE PLAIN DEALER

A tornado ripped through the Ohio Agricultural Research and Development Center's campus in Wooster on Thursday night, injuring one person and destroying a laboratory building and greenhouse and damaging other campus buildings as well as surrounding homes and buildings. James Tew, a scientist at the Ohio State Agricultural Technical Institute, surveys the damage, which includes a building where he keeps his equipment. His 65 beehives, which hold more than 4 million bees, were not damaged. **Details, B3**

See a photo gallery of the destruction at cleveland.com/metro

Garfield Hts. to give back \$100,000 for camera tickets

Drivers going 10 mph over limit reimbursed

JOHN HORTON
Plain Dealer Reporter

GARFIELD HEIGHTS — The city intends to refund nearly \$100,000 to motorists ticketed by traffic cameras while driving 10 mph over the speed limit.

Mayor Vic Collova called the reimbursement a matter of "sticking to your word." When the cameras debuted in June, city officials repeatedly said fines wouldn't click in until violators went at least 11 mph over the posted limit. All of the nixed tickets — there are at least 984 — involve drivers nabbed going exactly 10 mph over the limit.

Collova proposed the refunds after fielding what he called legitimate gripes over the 1 mph discrepancy. The City Council approved the payback plan Monday. Affected mo-

torists should expect \$100 reimbursement checks in the next six to eight weeks. It's costing the city \$2,000 to send back the money.

"We told people that ticketing would begin at 11 [mph] over," Collova said. "It's only fair we honor what we told them."

A miscommunication led to the unexpected tickets, the mayor said. The city's contract with the camera operator — Redflex Traffic Systems — set a minimum of 10 mph over for a citation to be issued in a regular speed zone. (School zone tickets start at 7 mph over.) The lower-than-expected standard lasted about six weeks.

The soon-to-be-returned fines represent 8.5 percent of the more than 11,500 citations issued during the first three months of the city's photo enforcement program.

In November, Garfield Heights voters will consider whether to ban traffic cameras from the city.

SEE TICKETS | A7

Proposed Corridor poses opportunity, challenges

Impact on neighborhoods a matter of concern

TOM BRECKENRIDGE
Plain Dealer Reporter

A number of homes, some existing businesses and even a few small churches would be leveled in the Slavic Village, Kinsman, Fairfax and Buckeye neighborhoods to make way for the proposed Opportunity Corridor.

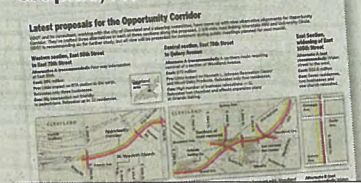
The project is a top priority of elected, business and neighborhood leaders, who say a dynamic link with the Cleveland Clinic, University Hospitals and other economic engines could spin development into struggling neighborhoods.

The \$375 million boulevard is still at least nine years in the offing, but the potential for razed homes and businesses is already sparking anxiety in communities that have to give up land to make way for the 2¼-mile roadway link-

Alignment proposals

ODOT and its consultant have come up with nine alternative alignments for the Opportunity Corridor.

Graphic, A7



ing Interstate 490 and University Circle.

Residential impact would be highest in the Slavic Village neighborhood of St. Hyacinth that is already battered by foreclosures and a closed Catholic parish. The neighborhood is in the western section of the plan that runs from I-490 to East 75th Street.

SEE ROADWAY | A7

BP prepares to seal well

BP says it will go ahead with plans to place a final cement seal in its stricken well in the Gulf of Mexico, after crews drilling a relief well succeeded in intercepting the pipeline. BP expects the damaged well to be completely sealed today. **Details, A2**

Afghan election violence: Insurgents kidnap a parliamentary candidate and at least 18 election workers, raising fears on the eve of an election that has emerged as a test of wills between the Afghan government and the Taliban. **Details, A10**

METRO

2010's been a real hottie

We're having the warmest year we've had in more than a century of recordkeeping. Does that mean more lake-effect snow this winter? **Details, B1**

A taxing question: President Barack Obama says Republican leader John Boehner wants to

reopen a tax loophole "that actually rewarded corporations for shipping jobs and profits overseas." PolitiFact puts his claims to the test. **Details, B1**

BUSINESS

Airline merger approved

Shareholders of United and Continental airlines give nearly unanimous approval to merging the two companies into the world's biggest airline. Plus, answers to common questions about the deal.

Details, C1

Bringing up baby on a budget: First-time moms and dads can expect to spend slightly more than \$7,000 on supplies for their new child. But that shopping load doesn't have to be overwhelming. You should attack it with a clear strategy. **Details, C1**

4-HOUR FORECAST

Full report: **B6** or cleveland.com/weather

6 a.m.	10	2 p.m.	6	10	2 a.m.
50°	62°	74°	73°	64°	59°

Today: Partly sunny and warmer.

Precipitation: 0% morning, 0% afternoon.

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ROADWAY

FROM A1

Proposed Corridor poses challenges

Up to 49 of the structures in the St. Hyacinth neighborhood — mostly homes and duplexes — and buildings that house three businesses would come down under a favored alternative for sending the boulevard through East 55th Street.

Local and city leaders say they would strive to relocate as many displaced residents as possible back into the neighborhood.

Still, a Slavic Village leader frets about the viability of St. Hyacinth if residents and businesses eligible for a state-funded relocation don't choose to remain.

"This neighborhood had some challenges and at the same time, it's got some strengths," said Marie Kittredge, executive director of Slavic Village Development. "My job is to ensure the project is a net benefit to the neighborhood."

Tear-downs threaten the viability of a neighborhood where boarded-up homes and demolitions are common, said Kittredge. Last year's closing of St. Hyacinth church by the Catholic Diocese of Cleveland added to the pain, she said.

Yet Kittredge believes the project can be a boon, if handled skillfully. The St. Hyacinth area, south and east of I-490 and East 55th, has assets that include a park, access to freeways and a Regional Transit Authority rapid station to the north.

Demolitions and relocations in neighborhoods along the proposed route are among a raft of sensitive issues spinning out of the most recent planning for the Opportunity Corridor.

The public will have a chance next month to weigh in on nine options for the western, central and eastern parts of the plan. Six neighborhood meetings are set for Oct. 5-7.

At previous meetings, residents were skeptical of the project's ability to spark development. Some believe the boulevard will simply provide quick access to the Cleveland Clinic and other large employers in University Circle.

That's not so, the city's lead planner insists. Zoning and neighborhood master plans are being updated with the corridor and future development in mind.

Latest proposals for the Opportunity Corridor

ODOT and its consultant, working with the city of Cleveland and a steering committee, have come up with nine alternative alignments for Opportunity Corridor. They've crafted three alternatives in each of three sections along the proposed, 2 3/4-mile road linking Interstate 490 and University Circle. ODOT is recommending six for further study, but all nine will be presented for comment during public meetings planned for next month.

Western section, East 55th Street to East 75th Street

Alternative A (recommended): Four-way intersection at East 55th.

Cost: \$96 million

Pro: Little impact on RTA station to the north.

Relocates only three businesses.

Con: Big intersection not friendly to pedestrians. Relocates up to 32 residences.



Alternative B (not recommended): Interstate 490 links with East 55th, which passes over the boulevard.

Cost: \$146 million

Pro: Good traffic flow and improved safety for those on foot.

Con: Confusing for drivers and no access between boulevard and East 55th. Relocates the most businesses — six — and up to 23 residences.

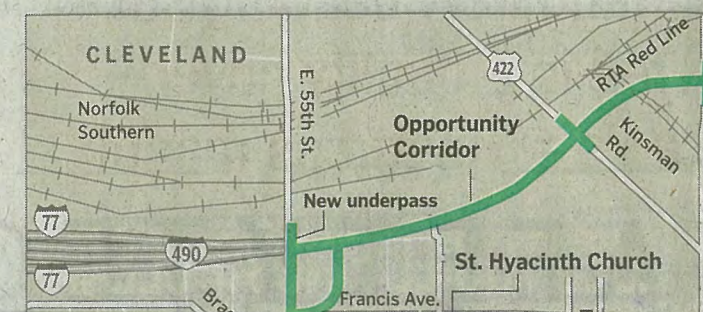


Alternative C (recommended): East 55th and boulevard linked by short, curved street

Cost: \$108 million

Pro: Good traffic flow and only three business relocations.

Con: Relocates the most residences — 49.



Central section, East 75th Street to Quincy Avenue

Alternate A (recommended): A northern route requiring removal of a section of Woodland Avenue.

Cost: \$73 million

Pro: Little impact on Kenneth L. Johnson Recreation Center and Miceli Dairy Products. Relocates only four residences.

Con: High number of business relocations — 11. Relocates two churches and affects expansion plans at Orlando Baking.



Alternate B (recommended): A northern alignment with Woodland Avenue intact.

Cost: \$83.5 million

Pro: Little impact on Johnson recreation center.

Con: Eliminates East 89th Street connection at Woodland. Relocates up to 10 businesses and two churches. Eight residences relocated.

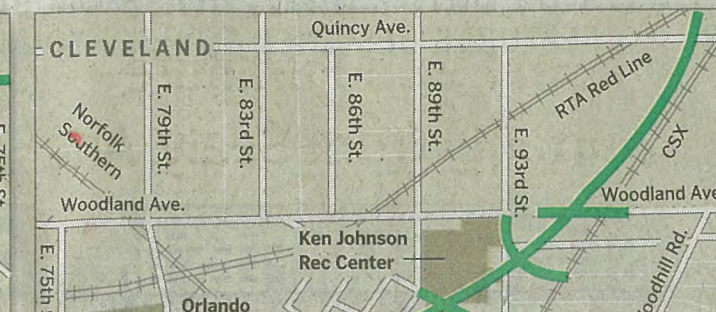


Alternate C (recommended): The southern alignment.

Cost: \$79.4 million

Pro: Lowest number of business relocations — four.

Con: Expensive work on side streets and railroad bridges. Highest number of relocated residences — 14.

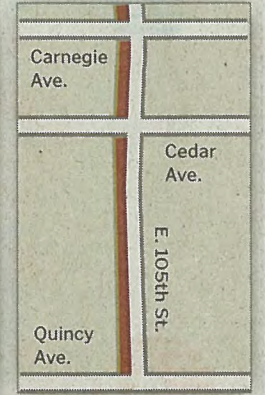


East Section, widening of East 105th Street

Alternate A (not recommended): Widen street to the west

Cost: \$22.8 million

Con: Seven residences, two businesses and one church relocated.

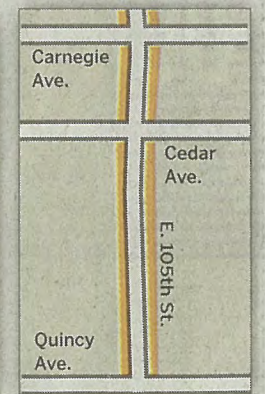


Alternate B (not recommended): Widen both sides of street

Cost: \$22.5 million

Pro: No church relocated.

Con: Five residences and two business relocated.

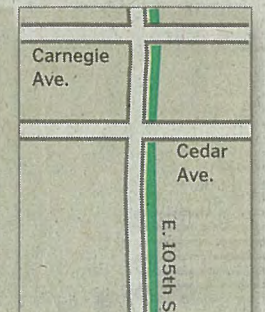


Alternate C (recommended): Widen street to the east

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Pro: No church relocated.

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beneficial road without taking some buildings," said Robert Brown, director of the Cleveland City Planning Commission. "The city's intent is that this roadway benefits neighborhoods by creating development opportunities and updating the areas nearby."

Brown said the city supports "finding replacement homes in the neighborhood, if possible."

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In the boulevard plan's central section that runs from East 75th to Quincy Avenue, planners want to avoid impacts on the Kenneth L. Johnson Recreation Center and two businesses with plans to expand, Miceli Dairy Products and Orlando Baking Co.

"We want to come up with an alternative that deals with all of that," said Dale Schiavoni, project manager and administrator of transportation planning and programs for ODOT's District 12.

Residential demolitions range from four structures to 14, depending on the alternatives. Business relocations range from nine commercial structures to



SOURCES: Ohio Department of Transportation and HNTB Ohio Inc.

TOM BRECKENRIDGE, JAMES OWENS | THE PLAIN DEALER



LISA DEJONG | THE PLAIN DEALER

Joyce Hairston, a resident of the St. Hyacinth neighborhood in Slavic Village, believes she will be compensated fairly if she has to relocate to make room for the planned Opportunity Corridor. Hairston is standing in front of her home on Butler Avenue.

16. Two small churches might also be torn down and relocated.

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Councilman Kenneth Johnson said he's hearing anxiety from his

constituents "because they don't know where the route will be."

But the project's development potential "far outweighs" relocations of businesses or homes, he said.

On the boulevard plan's eastern section, the focus is East 105th Street and the widening

needed to handle traffic streaming into and out of University Circle.

Enlarging the road's east side is preferable because it would require razing only three dwellings and relocating two existing businesses, ODOT's consultant reported.

Public meetings

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Project planning is still in its early stages, with officials hoping to craft a preferred route by next spring. ODOT's consultant and city officials will visit properties to confirm if homes and businesses potentially affected by the project are occupied.

The project has an "environmental justice" component. It requires extensive outreach into the low-income neighborhoods, Schiavoni said.

"You have to make sure you treat everybody fairly," he said. "You ensure everybody gets notified and understands the process if there's going to be impact on homes and

businesses."

In Slavic Village, Kittredge wants homes that are leveled for the project to be replaced directly in the neighborhood, whether displaced residents move there or not.

"Our point has always been if you take too many units, the neighborhood is no longer valid," she said.

That's beyond what ODOT must do. The project's budget includes money to move homeowners and renters to "a comparable house in a comparable neighborhood," said Schiavoni.

St. Hyacinth resident Joyce Hairston has attended public meetings about the Opportunity Corridor and believes ODOT will deal fairly with the relocation. But many others in the neighborhood don't know about the project or don't believe it will happen, she said.

Hairston said she wants to stay in the St. Hyacinth area, even if she is relocated. She and her husband have lived more than 15 years in a two-story home on Butler Avenue, directly in the path of the new boulevard.

"I've seen a lot of good things here and seen it go down," she said from her front porch. "But I want to be here. I love the neighborhood because it's multi-ethnic. There's no racial tension."

For more information about the Opportunity Corridor project, go to <http://tinyurl.com/3alj7vj>.

To reach this Plain Dealer reporter: tbreckenridge@plained.com, 216-999-4695

TICKETS

FROM A1

Drivers going 10 mph over limit reimbursed

Petitioners gathered more than 2,000 signatures to put the issue on the ballot. It's the first election challenge to photo enforcement in Northeast Ohio. Voters in four other Ohio cities, including Cincinnati, previously outlawed the devices.

Frank Wagner, an organizer of the Garfield Heights campaign, said he's glad the city will return some money "but they're giving back \$100,000 they never should have taken." Wagner called the photo enforcement program a cash grab and violation of civil liberties that does little to improve safety.

Garfield Heights officials acknowledge that the prospect of dollars brought cameras to the city to rescue it from fiscal emergency. But they say the city is seeing more

than a financial benefit. Traffic on main corridors such as Turney Road seems noticeably slower, bringing calls of thanks from residents, the mayor said.

The city also rolls out two mobile camera units housed in white SUVs with out-of-state plates. The police typically station the cameras in 25 mph zones along main corridors, such as Turney and Broadway.

To reach this Plain Dealer reporter: jhorton@plained.com, 1-800-962-1167

New charges due for multistate stabbing suspect

MATT HELMS
Detroit Free Press

DETROIT — Elias Abuelazam, the Flint, Mich., man suspected of a multistate stabbing spree that left five men dead and 13 others injured, will face additional charges Monday morning, an official said Friday.

Genesee County Prosecutor David Leyton will announce more charges against Abuelazam, who is

suspected of stabbing 14 men in the Flint area and attacking three in Leesburg, Va., and another in Toledo, between May and August, his office said.

Leyton's spokesman, John Potbury, said Friday that he couldn't elaborate on the charges.

"We are not releasing details with regard to the new charges until Monday at the press conference," Potbury said. "No warrants have been sworn out as we speak."

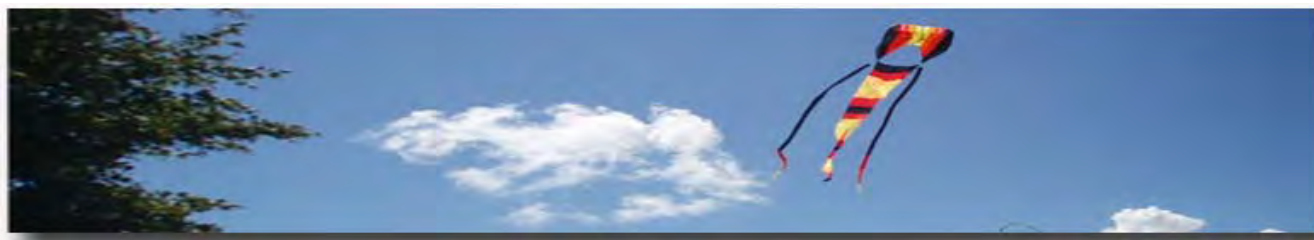
Abuelazam, 34, has been charged in only one of the attacks: assault with intent to murder for the July 27 stabbing of Antwoine Marshall, 26, of Flint.

But authorities say they believe he will ultimately be charged in five murders in Flint. The charges Monday are likely to include one of the Flint deaths and four other nonfatal attacks, Abuelazam's lawyer, Brian Morley, confirmed Friday afternoon.

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Is Cleveland's Proposed Opportunity Corridor a Good Example of Smart Shrinking?

September 18th, 2010 · [1 Comment](#)

If you're new here, you may want to subscribe to my [RSS feed](#). Thanks for visiting!

You knew I would be hung up on this phrase, smart shrinking, since writing [this post about it](#). Again, it's something that is being practiced anyway, just gives it a good name! The PD's Tom Breckenridge writes about [continuing plans for the layout of the Opportunity Corridor](#). The population of the surrounding neighborhoods is shrinking, this allows for an adjustment in business space and residential space that does not make as much sense anymore. At least according to one resident who would be affected, the compensation offered to take these homes/businesses seems fair.

You know what I think: It's long overdue for the East side of Cleveland to start getting the same kind of opportunity (no pun intended) as Tremont and Ohio City and Detroit Shoreway. This is definitely a good mix of neighborhoods (Fairfax and Slavic Village are included for example).

I understand completely the anxiety of some regarding the stability of the neighborhood. But since tearing down (demolishing) homes or having blocks of boarded up homes does not help the neighborhood either, does this not sound like some long term potential for growth and sensible restructuring?

I'm more interested in what you think, because I get a headache thinking or talking to myself! Peace Out – 3C

Note: Adding this link from the PD article which gives you [all four potential recommendations for Opportunity Corridor routes](#). A few of them look good, the only one that makes the least sense to me is the one that would possibly keep Orlando Bakery from expanding. You know what they say, if it works don't fix it?

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1 response so far ↓

- [1 Is Cleveland's Proposed Opportunity Corridor a Good Example of ...](#) // Sep 18, 2010 at 4:45 pm



Homes, businesses in Cleveland neighborhoods would be leveled to make way for Opportunity Corridor

Published: Saturday, September 18, 2010, 12:00 PM Updated: Sunday, September 19, 2010, 9:46 PM



Tom Breckenridge, The Plain Dealer



Lisa DeJong / The Plain Dealer

Joyce Hairston, a resident of the St. Hyacinth neighborhood in Slavic Village, believes she will be compensated fairly if she has to relocate to make room for the planned Opportunity Corridor. Hairston is standing in front of her home on Butler Avenue.

CLEVELAND, Ohio -- A number of homes, some existing businesses, even a few small churches, would be leveled in the Slavic Village, Kinsman, Fairfax and Buckeye neighborhoods to make way for the proposed **Opportunity Corridor**.

The project is a top priority of elected, business and neighborhood leaders, who say a dynamic link with Cleveland Clinic, University Hospitals and other economic engines could spin development into struggling neighborhoods.

The \$375 million boulevard is at least nine years in the offing, but the potential for razed homes and businesses is already sparking anxiety in communities that have to give up land to make way for the 2 3/4-mile roadway linking Interstate 490 and University Circle.

Residential impact would be highest in the Slavic Village neighborhood of St. Hyacinth that is already battered by foreclosures and a closed Catholic parish. The neighborhood is in the western section of the plan that runs from I-490 to East 75th.

Up to 49 of St. Hyacinth's structures -- mostly homes and duplexes -- and buildings that house three businesses, would come down under a favored alternative for sending the boulevard through East 55th Street.

Local and city leaders say they would strive to relocate as many displaced residents as possible back into the neighborhood.

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GOOT and its consultant, working with the city of Cleveland and a steering committee, have come up with nine alternative alignments for Opportunity Corridor. They've crafted three alternatives in each of three sections along the proposed, 2 3/4-mile road linking Interstate 490 and University Circle. GOOT is recommending six for further study, but all nine will be presented for comment during public meetings planned for next month.

Western section, East 55th Street to East 75th Street

Alternative A (recommended): Four-way intersection at East 55th.

Cost: \$56 million

Pros: Little impact on RTA station to the north. Relocates only three businesses.

Cons: Big intersection not friendly to pedestrians. Relocates up to 32 residences.



Central section, East 75th Street to Quincy Avenue

Alternate A (recommended): A northern route requiring removal of a section of Woodland Avenue.

Cost: \$73 million

Pros: Little impact on Kenneth L. Johnson Recreation Center and Maciel Dairy Products. Relocates only four residences.

Cons: High number of business relocations -- 11. Relocates two churches and affects expansion plans at Orlando Baking.

East Section, widening of East 105th Street

Alternate A (not recommended): Widens street to the west.

Cost: \$22.8 million

Cons: Seven residences, two businesses and one church relocated.



Alternative B (not recommended): Interstate 490 links with East 55th, which passes over the boulevard.

Cost: \$146 million

Pros: Good traffic flow and improved safety for those on foot.

Cons: Confusing for drivers and no access between boulevard and East 55th. Relocates the most businesses -- six -- and up to 23 residences.

Alternate B (recommended): A northern alignment with Woodland Avenue intact.

Cost: \$63.5 million

Pros: Little impact on Johnson recreation center.

Cons: Eliminates East 89th Street connection at Woodland. Relocates up to 10 businesses and two churches. Eight residences relocated.

Alternate B (not recommended): Widens both sides of street.

Cost: \$22.5 million

Pros: No church relocated.

Cons: Five residences and two businesses relocated.



Alternative C (recommended): East 55th and boulevard linked by short, curved street.

Cost: \$106 million

Pros: Good traffic flow and only three business relocations.

Cons: Relocates the most residences -- 49.

Alternate C (recommended): The southern alignment.

Cost: \$79.4 million

Pros: Lowest number of business relocations -- four.

Cons: Expensive work on side streets and railroad bridges. Highest number of relocated residences -- 14.

Alternate C (recommended): Widens street to the east.

Cost: \$21.9 million

Pros: No church relocated.

Cons: Three residences and two businesses relocated.



SOURCE: Ohio Department of Transportation and NTHS Ohio Inc.

EVAN RADZICKOWICZ, GANESCHENKO; BOB ELLER, DILLER

[View full size](#)

Still, a Slavic Village leader frets about the viability of St. Hyacinth if residents and businesses eligible for a state-funded relocation don't choose to remain.

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"There's no way to add this beneficial road without taking some buildings," said Robert Brown, director of the **Cleveland City Planning Commission**. "The city's intent is that this roadway benefits neighborhoods by creating development opportunities and updating the areas nearby."

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And there's up to 118 sites that could be tainted with hazardous materials, Schiavoni said. They are the legacy of manufacturing plants that left long ago.

Councilman Kenneth Johnson said he's hearing anxiety from his constituents "because they don't know where the route will be."

But the project's development potential "far outweighs" relocations of businesses or homes, he said.

On the boulevard plan's eastern section, the focus is East 105th Street and the widening needed to handle traffic streaming into and out of University Circle.

Enlarging the road's east side is preferable because it would require razing only three dwellings and relocating two existing businesses, ODOT's consultant reported.

Previous Plain Dealer coverage

- **Residents along Opportunity Corridor are skeptical of benefits**
- **Opportunity Corridor needed to spur development now more than ever**
- **Opportunity Corridor panel holds first meeting**

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METRO

B | THE PLAIN DEALER  BREAKING NORTHEAST OHIO NEWS AT CLEVELAND.COM/METRO

Residents mostly skeptical about proposed roadway

Corridor project draws no opposition but stirs anxiety

TOM BRECKENRIDGE
Plain Dealer Reporter

East Side residents had a mix of emotions — fear battling hope, mostly — as they eyeballed future routes for the proposed Opportunity Corridor on Tuesday night.

About 50 residents and officials gathered at Mount Sinai Baptist Church on Woodland Avenue to view plans and comment on the

planned, 2¾-mile boulevard that would link Interstate 490 at East 55th Street with University Circle.

Business and elected leaders, including Mayor Frank Jackson, support the project as a way to move traffic more efficiently to University Circle, while spurring development in the struggling neighborhoods of Slavic Village, Kinsman, Fairfax and Buckeye.

The project is at least nine years

from completion, with final plans and funding far from state and federal approval.

But the proposal is already sparking anxiety because dozens of homes and businesses would be demolished to make way for the multilane boulevard.

An hour into the meeting, no one had expressed outright opposition. But several residents were skeptical the route will generate any jobs. The

real thrust, they said, was to move employees to the Cleveland Clinic and other large employers in University Circle.

“Let’s just be truthful,” said Joe Dennis, who lives near East 90th Street and Buckeye Road.

“This is nothing but a road to get from University Circle and the Cleveland Clinic to the freeway.”

SEE CORRIDOR | B3

Dimora public-corruption trial set to commence late in summer 2011



Road Rant

JOHN HORTON



Give drivers a sign hospital is this way

If you’re looking for a sign . . . well, you’re out of luck at these locations.

A this-way-to-the-hospital marker in Lakewood needs to be surgically removed and transplanted to a more visible spot.

The blue sign hangs hidden behind a tree where Lakewood Heights Boulevard meets Warren Road near Interstate 90, said Road Rant scout Mike Billey. It’s a needed dose of navigational guidance for those exiting the highway. (A sign along I-90 instructs those in search of the hospital to use the Warren Road exit.)

The remedy? Billey played sign doctor and offered this recommendation: Pry the marker off its current utility pole and relocate it to another one roughly 50 feet east on the same side of the street. Now that’s a healthy bit of advice worth taking.

■ Lakewood also started name dropping.

The street sign for Giel Avenue at Clifton Boulevard disappeared when crews removed traffic signals from the intersection this summer, according to a Road Rant scout. The nameplate jutted off one of the yanked-out poles holding signals over the road. “A reinstallation of the marker would be helpful to motorists looking for Giel,” our scout e-mailed. So let’s see some ID.

■ How low can it go?

A “One Way” notice posted where Valley View Road meets the divided lanes of Ohio 8 in Macedonia leans back on two bent posts, aiming its message toward the sky instead of the eyes of westbound motorists. A vehicle ran over the sign in the state highway’s median about two months ago, reports a Road Rant correspondent.

That’s too long for a problem to stay in limbo.

SEE RANT | B3

METRO



DIMORA

FROM B1

Corruption trial start date set

Argie's office was searched by federal agents on July 28, 2008, the same day they raided homes and offices of Dimora, former county Auditor Frank Russo and others.

Gabor said it would take him weeks to find a new lawyer.

"I'm not sure how many lawyers are left in Cleveland that don't have some conflict," O'Malley said. "But that might be part of the problem."

The defendants made small talk with each other as they met inside the courtroom. Dimora shook Rybak's hand and later turned to McCafferty and said, "Hey, judge, how you doing?"

Also on Tuesday, O'Malley set a trial date of April 18 for Samir Mohammad, former chief deputy in the auditor's office. Bacon said Mohammad could be facing an-

other criminal charge in addition to the four counts already leveled against him.

And Common Pleas Judge Steven Terry will go to trial May 9.

His case might have been scheduled sooner, but his lawyer Angelo Lonardo is representing Antun Lewis in a death penalty case. Lewis is accused of setting a fire that killed nine people, including eight children. Lonardo wanted adequate time to handle that trial and prepare for Terry's defense.

The defendants whose trial

dates were set Tuesday are among more than 50 people charged in the continuing county corruption investigation.

As Dimora left the courthouse, a motorist passing along Huron Road shouted encouragement to the besieged politician.

"Jimmy, fight to the end," he shouted.

"Thank you, brother," Dimora responded.

To reach this Plain Dealer reporter:

pkrouse@plaind.com, 216-999-4128

RANT

FROM B1

Scout suggests relocating sign

■ The driveway setup at Parma's Briggs Branch Post Office delivers trouble.

Customers using the drop box loop around the State Road building before popping back out through an open gate. They're supposed to brake at that gate, but few do, said Road Rant lookout Barb Koza. Instead, they crash the stop sign and roll right

into the path of cars turning left out of the Post Office's front parking area.

Why? Probably because people don't see the small stop sign mounted off to the left behind parked cars and a chain-link fence. "It would be nice to post a stop sign on the right side of the [gate] exit, in clear view," Koza e-mailed.

Sounds like an idea that merits a stamp of approval.

Under advisement: Woodmere's extended notification period has ended, folks.

A roadside sign informing westbound Chagrin Boulevard

travelers of a new traffic signal came down last week — more than five years after it went up. The village yanked the yellow marker within hours of fielding a question about it from Road Rant. (Credit alert commuter Susan Hemry of Lyndhurst for raising the issue.)

The marker dates to a project completed in early 2005, according to Woodmere's engineer, Ed Hren. It stood at the village border and faced traffic entering the town, so it wasn't noticed by anyone from the village, he e-mailed.

"I guess we need to get out of Woodmere more, huh?" Hren wrote.

Plugged in: University Heights closed up a problem spot on Churchill Boulevard.

Crews filled in a deep hole alongside the Churchill crosswalk at Green Road, according to a neighborhood watchdog. Road Rant asked for the repair at the end of last month.

Need to vent about traffic or transportation? Call

216-999-4575, send an e-mail to roadrant@plaind.com or write a letter to Road Rant c/o The Plain Dealer, 1801 Superior Ave., Cleveland 44114.

Meetings on corridor

The Ohio Department of Transportation will hold public meetings on the latest plans for the Opportunity Corridor today and Thursday.

Formal presentations begin 30 minutes after the meetings start. The times and locations are as follow:

■ Today from 8 to 10 a.m. and again at 11 a.m. to 1 p.m., Kenneth L. Johnson Recreation Center, 9206 Woodland Ave.

■ Today from 6 to 8 p.m., Edgewood Park, 3215 East 55th St.

■ Thursday from 4 to 6 p.m. and again at 6 to 8 p.m., John Hay High School, 2075 Stokes Blvd.

CORRIDOR

FROM B1

Residential impact of plan feared

Tim Tramble, head of a neighborhood development corporation operating in Kinsman and Central, said he has the same concerns.

But the potential of the boulevard to create multiple links and development along East Side streets is compelling.

"We can recognize it was probably initiated by the powers from University Circle," said Tramble, who sits on a committee of city, civic and business leaders that's steering the project. "But we have the power to influence what it can be."

Residents also wanted to know

how affected homes would be appraised and replaced. Project costs include relocating residents into comparable housing that is "decent, safe and sanitary," even if it's more expensive than the value of the home they leave, officials said.

ODOT and city planners showed nine alternatives for the proposed route — three each in west, central and east sections of the project.

The planning area is bounded by Cedar Avenue to the north, East 55th Street to the west, Woodhill Road and East 93rd Street to the east, and Union Avenue on the south.

Planners are recommending that five of the nine alternatives go forward for more study, based on such factors as construction cost, traffic congestion and adverse impact on properties, especially demolitions. Combined,

the five recommended alternatives result in four possible routes.

Demolition along the four routes means relocating from 71 to 94 residences, mostly homes and duplexes, and up to 16 businesses, estimates showed. Two churches would be relocated in each scenario, planners reported.

The largest residential impact would be in the plan's west section, where the St. Hyacinth neighborhood could see the relocation of up to 49 structures that hold 77 dwellings.

For more information, go to dot.state.oh.us/projects/Pages/default.aspx and click on Cleveland Opportunity Corridor.

To reach this Plain Dealer reporter:

tbreckenridge@plaind.com, 216-999-4695

pleaded guilty to fraud

PETER KROUSE

Plain Dealer Reporter

The former marketing agent for New Orleans Saints running back Reggie Bush will be sentenced in January after pleading guilty to criminal charges related to the sale of scalped Super Bowl tickets and football jerseys fraudulently claimed to have been worn during NFL games.

Michael Ornstein of California pleaded guilty to two charges — conspiracy and mail fraud — in U.S. District Court in Cleveland in June, but news of the deal just began circulating this week.

Prosecutors said that from late 2000 to early 2001, Ornstein and others obtained NFL jerseys from a Wisconsin manufacturer, had them cut into cloth pieces and sold along with trading cards that were falsely marketed as having a piece of a game-worn NFL jersey at-

tached.

In 2002 and 2003, Ornstein also gave jerseys to a sports memorabilia dealer to be sold on consignment on an Internet website. The jerseys were falsely represented as having been worn during the 2002 NFL season, according to court documents.

The jerseys were purported to be those of Cleveland Browns players and those of other NFL teams the Browns played.

Court documents state that Ornstein had false certificates of authenticity faxed to him in California, including a certificate from northern Ohio.

Ornstein has already turned over \$110,000 of his \$350,000 restitution payment, according to court documents, and a \$100,000 payment is to be made no later than the first week of January.

Ornstein's attorney, Angelo Lonardo, declined any comment when reached Tuesday.

Shaker Hts. put on alert after burglary suspect caught

PAT GALBINCEA

Plain Dealer Reporter

SHAKER HEIGHTS —Police have put neighborhoods on the alert after a detective caught a burglary suspect last Wednesday.

Shaker Heights Police Chief Scott Lee said Raymond Rivers Jr., an 18-year-old from Cleveland, and two other youths were breaking into a home on Scottsdale Boulevard between 11 a.m. and noon when a detective saw them.

Police caught Rivers, who said he was a student at John F. Kennedy High School. Police chased two other youths, but they escaped.

Lee said Rivers and his accomplices may have been involved in other burglaries in Cleveland, Garfield Heights and Maple Heights. Rivers, how-

ever, has admitted only an attempt to rob the home on Scottsdale.

Police know the names of the two juveniles but had yet to locate them Tuesday.

Rivers was in jail Tuesday awaiting an arraignment.

Following Rivers' arrest, Lee said, a bulletin was sent out to all Shaker Heights residents to watch for suspicious activity.

"Just because we were successful in nabbing one robber doesn't mean that there aren't others out there," Lee said. "After all, our people know their own neighborhoods better than we do. They shouldn't hesitate to call us if they see something suspicious, out of place or out of the norm."

To reach this Plain Dealer reporter:

pgalbincea@plaind.com, 216-999-5159

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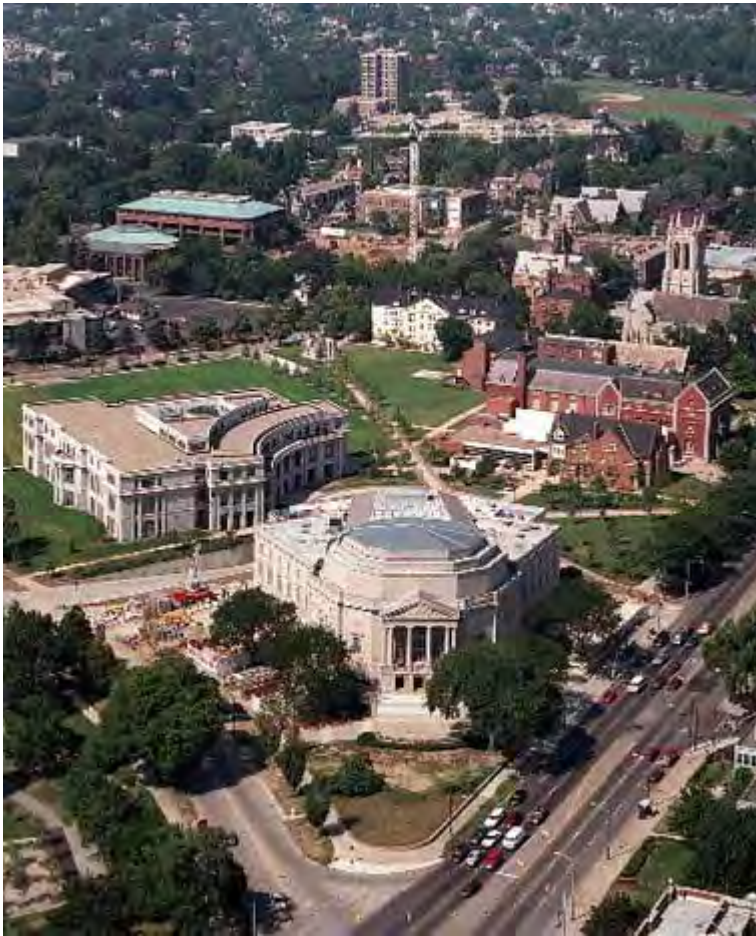


Cleveland's proposed Opportunity Corridor generates anxiety and hope at East Side meeting

Published: Wednesday, October 06, 2010, 12:01 AM Updated: Wednesday, October 06, 2010, 4:02 AM



Tom Breckenridge, The Plain Dealer



The Plain Dealer

Severance Hall and the Case Western Reserve University campus are among institutions, large and small, that would benefit from Opportunity Corridor, a proposed boulevard linking Interstate 490 and University Circle.

CLEVELAND, Ohio -- East Side residents had a mix of emotions -- fear battling hope, mostly -- as they eyeballed future routes for the proposed Opportunity Corridor on Tuesday night.

About 50 residents and officials gathered at Mount Sinai Baptist Church on Woodland Avenue to view plans and comment on the planned 2 3/4-mile boulevard that would link Interstate 490 at East 55th Street with University Circle.

Business and elected leaders, including Mayor Frank Jackson, support the project as a way to move traffic more efficiently to University Circle, while spurring development in the struggling neighborhoods of Slavic Village, Kinsman, Fairfax and Buckeye.

The project is at least nine years from completion, with final plans and funding far from state and federal approval.

But the proposal is already sparking anxiety because dozens of homes and businesses would be demolished to make way for the multilane boulevard.

An hour into the meeting, no one had expressed outright opposition. But several residents were skeptical the route will generate any jobs. The real thrust, they said, was to move employees to the Cleveland Clinic and other large employers in University Circle.

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- Thursday from 4 to 6 p.m. and again at 6 to 8 p.m., John Hay High School, 2075 Stokes Blvd.

Previous coverage

- **Homes, business would be leveled to make way for corridor (Sept. 18, 2010)**
- **Residents, business owners are skeptical of project's benefits (Sept. 22, 2009)**
- **Plain Dealer coverage of the Opportunity Corridor**

"Let's just be truthful," said Joe Dennis, who lives near East 90th Street and Buckeye Road. "This is nothing but a road to get from University Circle and the Cleveland Clinic to the freeway."

Tim Tramble, head of a neighborhood development corporation operating in Kinsman and Central, said he has the same concerns. But the potential of the boulevard to create multiple links and development along East Side streets is compelling.

"We can recognize it was probably initiated by the powers from University Circle," said Tramble, who sits on a

committee of city, civic and business leaders that's steering the project. "But we have the power to influence what it can be."

Residents also wanted to know how affected homes would be appraised and replaced. Project costs include relocating residents into comparable housing that is "decent, safe and sanitary," even if it's more expensive than the value of the home they leave, officials said.

ODOT and city planners showed nine alternatives for the proposed route -- three each in west, central and east sections of the project.

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The largest residential impact would be in the plan's west section, where the St. Hyacinth neighborhood could see the relocation of up to 49 structures that hold 77 dwellings.

For more information, go to dot.state.oh.us/projects/Pages/default.aspx and click on Cleveland Opportunity Corridor

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Residents in battered Slavic Village aren't sure whether Opportunity Corridor would be boon or bane

Published: Wednesday, October 06, 2010, 10:20 PM Updated: Thursday, October 07, 2010, 5:20 AM



Tom Breckenridge, The Plain Dealer



Lisa DeJong / The Plain Dealer

Joyce Hairston stands in front of her Slavic Village home last month. It sits in the path of the proposed Opportunity Corridor, a roadway project she welcomes.

CLEVELAND, Ohio -- A neighborhood that has taken big hits in recent years, including a closed Catholic church and the ravages of foreclosure, might take another blow in the coming years.

But the prospect of dozens of homes coming down for a new roadway isn't sparking knee-jerk opposition in the St. Hyacinth neighborhood, tucked southeast of East 55th Street and Interstate 490 in the city's Slavic Village area.

Some longtime residents bobbed their heads approvingly during a public meeting Wednesday night on the Opportunity Corridor.

The proposed 23/4-mile boulevard would link I-490 and University Circle -- and would mean the demolition of up to 49 buildings, mostly homes and duplexes, in and around St. Hyacinth.

Some residents expressed concern about traffic noise. Others believe their homes will drop in value sitting close to a busy new road. They want the state to buy them out.

"It's a wait-and-see with a lot of the residents," said Cleveland Councilman Anthony Brancatelli, whose Ward 12 includes Slavic Village. "People are nervous about losing their homes, wondering whether they should invest in them."

About 25 residents attended the meeting at Edgewood Park on East 55th. They viewed the latest route alternatives and development strategies that are evolving with the \$375 million project, planned by the Ohio Department of Transportation and city of Cleveland.

Business and elected leaders support the project as a way to move traffic more efficiently to University Circle, while spurring development in the struggling areas of Slavic Village, Kinsman, Fairfax and Buckeye.

Meetings on corridor

The Ohio Department of Transportation and city of Cleveland will hold two more public meetings today (Thursday, Oct. 7) on the latest plans for the Opportunity Corridor.

Formal presentations begin 30 minutes after the meetings start. The times and locations are as follows:

- At 4 to 6 p.m. and 6 to 8 p.m., John Hay High School, 2075 Stokes Blvd.

The project is at least nine years from completion, with final plans and funding far from state and federal approval.

Brancatelli said he supports the project because it opens access to struggling side streets and large tracts of vacant land that could yield new development.

Resident Joyce Hairston's home on Butler Avenue sits in the path of the proposed boulevard. Her neighbors fear the project, but she thinks it will be a plus.

If her home must come down, she wants to relocate in the neighborhood.

"This will be part of the revitalization of Slavic Village and link us to everyone else," she said before the meeting.

Others aren't so sure. Goldie Zagozan lives nearby, but her home wouldn't be acquired by the state.

"I don't like it, unless they take my house," said Zagozan, a 50-year resident. "Nobody wants to be that close to a major road."

Marie Kittredge, head of the Slavic Village Development Corp., said the neighborhood has been devastated by foreclosures and last year's closing of St. Hyacinth church.

She wants any displaced homes to be replaced in the neighborhood, which she thinks could get a boost from the Opportunity Corridor and the expanding Greater Cleveland Regional Transit Authority rapid station to the north.

For more information, go to dot.state.oh.us/projects/Pages/default.aspx and click on Cleveland Opportunity Corridor.

To reach this Plain Dealer reporter: tbreckenridge@plaind.com, 216-999-4695

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Map of Cleveland area showing land parcels. A legend indicates: light pink for 'Currently owned by Mushi' and dark pink for 'Mushi plans to acquire'. The map shows several parcels along E. 13th St. and E. 14th St. between Grand Ave. and Hilltop Ave. A small inset map shows the location within Cleveland.

If cleaning up the land is possible and affordable, Miceli could start its project next year. The company would begin by building a 60,000-square-foot manufacturing plant on land it already owns, including the former Eberhard

Playground, a little-used city park that the company bought last year.

Miceli will keep its current plant and warehouse, which comprise about 70,000 square feet. The existing plant will produce specialty cheeses, while the new facility would churn out more ricotta and mozzarella.

Construction on the former factory site -- known as a "brownfield" because of its industrial history -- could start in 2011. The company wants to build a bio-digester, which converts waste from the cheese-making process into gas. An engine would power a generator to turn that gas into electricity. The process could create enough power for the cheese facility, Joe Miceli said.

The company also is exploring whether it can put a natural gas well on the property. The company uses natural gas to run boilers that cook ricotta cheese.

The city is intent on helping the company expand, said Tracey Nichols, Cleveland's economic development director. Cuyahoga County officials said Miceli could be eligible for a low-interest loan to help clean up the industrial land.

"I think that Miceli's is a fabulous company," Nichols said. "They're really invested in the city of Cleveland."

Company representatives have attended meetings about the Opportunity Corridor, a proposed parkway that would run from East 55th Street to University Circle. Ohio's Department of Transportation has not set a final course for the road, which will impact the Buckeye neighborhood. Joe Miceli said he is looking forward to the development but wants to make sure it will not hamper Miceli's expansion.

"Our primary objective of the [Opportunity Corridor] project is business expansion, as well as business attraction," said Terri Hamilton Brown, director of a committee that is working with ODOT to coordinate and promote the project. "So I'm confident that we will identify a route that will support their plan."

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Miceli Dairy Products describes plan for expansion in Cleveland

Published: Thursday, January 06, 2011, 10:00 AM Updated: Thursday, January 06, 2011, 3:02 PM



By **Marcia Pledger**, *The Plain Dealer*

CLEVELAND, Ohio -- It seems an unlikely place for one of the nation's largest ricotta cheese makers.

The 62-year-old Miceli Dairy Products on East 90th Street in Cleveland is surrounded by vacant land and run-down buildings. But Chief Executive Officer Joe Miceli, who grew up in a nearby house along with his siblings, sees a neighborhood full of potential.

"They call this the forgotten triangle," Miceli said. "That's not the way we look at it. We think it's an ideal spot."

It's the spot where the Miceli family plans to break ground this summer on a \$16 million to \$20 million expansion of its operation south of Buckeye Road that will add 60 workers to its 138-employee work force within five years.

The first phase, which will include additions to the current plant as well as to property behind it, is expected to be done by mid-2012, enabling the company to double production of ricotta cheese. The second phase, to be completed a few years later, includes a new mozzarella and provolone factory, a bio-digester and waste treatment facility.

Those plans became a reality this week when the company was awarded a \$5.49 million loan through the Small Business Administration's 504 program, which helps small businesses with plant and equipment expansion. The loan is the largest in the program's history. Other funding will come from Cleveland banks.

"It's not only the largest loan ever done in the history of the SBA, but more importantly it's significant because of what it means for Cleveland," said Gil Goldberg, director of the Cleveland SBA district, which includes most of the northern half of Ohio. "A family owned business that got its start in the neighborhoods can stay and expand in Cleveland, creating new jobs."



[View full size](#)

Scott Shaw, *The Plain Dealer*

Rosa E. Quinones, a worker at Miceli Dairy Products in Cleveland, opens a vat door to allow ricotta cheese to float off onto a conveyor belt. The company produces more than 100,000 pounds of ricotta a day. Expansion plans are expected to double production within the next two years.

Previous story
Miceli Dairy Products
looks to expand
Cleveland cheese
operation

Miceli never planned to move -- not when other communities tried to entice him with incentives or even when Cleveland suggested he move to another area. It's not easy buying several small parcels of land, said Tracey Nichols, Cleveland's economic development director.

The company hopes to buy 12.6 acres for a facility to transform waste from the cheese into energy.

A vacant building torn down two weeks ago at East 90th and Buckeye Road was last used as a grocery store -- a few groceries to be exact.

"First it was an A&P. Then it was Krogers and then SaveMore," Miceli recalled. "That's where our new visitors center will be, along with a test kitchen and a research-and-development center.

"We're in a great location. We're just over a mile from Cleveland Clinic, a stone's throw from the new Juvenile Center on East 93rd and about three miles from downtown. We're also close to major freeway interchanges," he said.

Nichols admires the family's allegiance and commitment to the neighborhood, which includes hiring and promoting from within the company. About half the company's employees live in Cleveland and about a third are minorities, she said.

"A lot of people I've met have moved up from sweeping a broom to operating equipment and learning new roles," she said. "They're really a company that takes care of their neighborhood. Their history is there."

The company started when Miceli's father, who worked on a dairy farm in Newbury Township as a youth, started making cheese from unsold milk. When a bottling company went on strike, the family got serious about making money with cheese.

"One door closed and another one opened," Miceli recalled. Back then, curdling was done by hand and cheese was sold in horse-drawn wagons and pickup trucks that had to be hand-cranked.

Today, the company uses state-of-the art technology, large vats and conveyor belts to make more than 8,000 pounds of ricotta every hour with whey, milk and cream. It also makes 70,000 pounds of shredded mozzarella a day.

The company produces more than 60 products, ranging from mozzarella sticks and shredded cheese sold in grocery stores throughout the country to cheese packaged for food service distributors, schools and government institutions.



[View full size](#)

Scott Shaw, The Plain Dealer

Joseph D. Miceli, CEO of Miceli Dairy Products Co.

"We're like any other business. You can't stay the same," Miceli said. "You have to keep moving ahead."

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An even bigger cheese in Cleveland: editorial

Published: Sunday, January 09, 2011, 4:26 AM



By The Plain Dealer Editorial Board

Everyone prospers when **Miceli Dairy Products**, a thriving, 62-year-old, family-run company, is able to add up to 60 jobs in a part of Cleveland sorely in need of them.

The **growth** of the 138-employee company on East 90th Street prompted plans for a \$16 million to \$20 million expansion of its cheese plant, to be completed by mid-2012.

Another cheese factory, a biodigester and waste treatment facility may be built after that, as part two of the project.

Miceli's expansion, like good cheesemaking, is the product of great teamwork. But much of the credit for the hometown expansion should go to CEO Joe Miceli, son of the founder. As the company found more markets for its ricotta and other cheeses, Miceli wanted to expand production but not desert the city where his father started the business.

On that score, he got key help from Gil Goldberg, director of the Cleveland district of the **U.S. Small Business Administration**. The SBA gave the company a record-breaking \$5.49 million loan under a program to help small businesses grow.

Miceli's project could be near the **Opportunity Corridor**, proposed to link Interstate 490 with University Circle.

Wherever and whenever the corridor is built, the Ohio Department of Transportation should make sure it does not interfere with this significant Cleveland investment.

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'The Avengers' in Cleveland: Report your sightings



Map: Development projects in and around downtown Cleveland...



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As neighborhoods empty, planners look for new and bold uses for Cleveland's green acres

Published: Saturday, March 19, 2011, 10:00 PM Updated: Saturday, March 19, 2011, 11:39 PM



By Robert L. Smith, The Plain Dealer

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and Rich Exner, Plain Dealer Data Analysis Editor

Cleveland, Ohio - A manmade marsh named Saylor Grove covers a once-empty section of Philadelphia. It's a three-acre wetland where birds nest, streams cascade and stormwater is naturally filtered before flowing into creeks that feed the city's drinking water system.

Terry Schwarz, a local urban planner, hopes Clevelanders might imagine such a natural scene and picture it here, somewhere in the shrinking city. We have stormwater problems of our own to address and, more to the point, space to fill in the old neighborhood.

Acres and acres of available urban space.

Housing vacancy rates in Cleveland surged by 65 percent as neighborhoods declined and emptied last decade, and the result is ghostly. According to the 2010 census, nearly 20 percent of Cleveland's housing units have no one living in them.

Only busy bulldozers kept the vacancy rate somewhat in check. More than 8,000 homes disappeared from the urban landscape between 2000 and 2010, the census found. If all those houses and apartments were still standing, they would push Cleveland's vacancy rate to 22 percent. That compares to 12 percent in 2000.

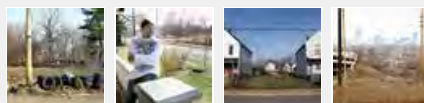


Enlarge

Chuck Crow, The Plain Dealer

Carl Trice explains why he can not sell his home on E. 77th St., north of Donald, in Cleveland.

Vacant lots in Cleveland gallery (5 photos)



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78 Cleveland leaders say shooting after Luke Easter Park concert will not stop citywide events

Abandonment afflicts many sections of the city but it's most severe on the East Side, where most census tracts are at least one-quarter vacant and, in some neighborhoods, less than half the housing capacity of 2000 is in use today.

It's not uncommon to come upon a home that stands like a farmhouse in a once densely packed neighborhood, acres away from the next dwelling.

Schwarz, the director of the Cleveland Urban Design Collaborative of Kent State University, takes a sunny view of the grim picture.

She said it's time for Clevelanders to accept what's been lost, assess the city's long-term needs, and take smart steps toward reuse that could include bold ideas.

"It really is this luxury of vacant land that we have," she said. "You have these truly huge vacant parcels. We can get some good out of this admittedly difficult situation."

But none of the solutions are quick or easy. Nor do they offer a sure path back to what built the neighborhoods in the first place: Jobs, safety and a sense of community.

Much of what is missing is forever lost, experts say -- or at least lost for a long time.

"You have to be pragmatic about it," said Edward "Ned" Hill, dean of the College of Urban Affairs at Cleveland State University. "Some of this land has to go fallow, put out of use until we need it again. Most of this land has either a value of zero or a negative value."

That does not mean it can be ignored. The city or someone "must convey a sense of ownership," Hill said. "Otherwise, it becomes a dangerous parcel."

Others say much can be done to redevelop empty land and to revive neighborhoods, perhaps by consolidating small lots, building new homes, and remodeling vacant and outdated homes.

Rebuilding strategies could work in some neighborhoods, certainly. But others are so far from what they once were, dramatic re-use looms likely.

When Cora Thompson and her son, Carl, step out on their front porch on Rawlings Avenue, near East 75th Street north of Kinsman Avenue, they drink in a view almost pastoral on a sunny morning.

The nearest house shimmers behind a thicket of leafless trees two blocks away. Their entire street supports only five houses, one of which is boarded up. Surrounding blocks stretch off like pasture. Often, driveway aprons are the only clue to what was lost.

"It's like you're on a farm out here," said Carl Thompson, 44. "We get deer, raccoons, someone said they saw a fox. Every blue moon you see a police car, that's how quiet it is."

More census data

- [Find population and race details for each village, city and county in Ohio](#)
- [Cleveland population drops below 400,000](#)
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Emptied neighborhoods

Nearly one-in-four Cleveland homes that existed in 2000 are either vacant or no longer exist, new Census data shows. Struck hardest has been the East Side.

Here are three examples of census tracts where less than half of the 2000 capacity remains occupied.

- Tract 1153: An area from Broadway to the east and south of Union - 723 of the 874 dwellings were occupied in 2000. By 2010, there were only 546 homes left and just 343 were occupied. This means that 39.2 percent of the 2000 housing stock remains in use.
- Tract 1147: An area along Kinsman and south of Grand, between East 55th and East 75th streets. In 2000, 393 of 494 homes were occupied. By 2010, there were just 210 homes, of which 100 were in use. This means that just 20.2 percent of the year 2000 housing stock remains in use.
- Tract 1117: An area from St. Clair Avenue south, between East 71st and East 79th streets. In 2000, 887 of 1,107 dwellings were occupied. That dropped to 541 of 937 by 2010. So only 48.9 percent of the 2000 housing capacity was in use in 2010.

-- Rich Exner

79

[Cleveland police shoot, kill knife-wielding man on West Side after Taser does not stop him](#)



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The Thompsons live in an area of the Kinsman neighborhood some call the forgotten triangle, in a census tract that lost 75 percent of its households last decade.

Cora Thompson, who grew up in the neighborhood, recalls the era of houses, schools, shops and factories. The Orlando Baking Co. still steams on Grand Avenue, scenting the air with the aroma of fresh bread. But there are few other signs of city life.

Cora Thompson moved back four years ago to care for her ailing mother, whose house she can see over the back fence. Her mother passed on, but she's staying.

"Well, you know, it would be nice to have other houses around here," she said. "But it's real peaceful. Everyone around here knows each other, and we watch out for each other."

Almost on cue, the phone rang. It was her nephew, from two blocks away, calling to ask about the strange man with a notebook on the porch.

A few miles north, in the St. Clair-Superior neighborhood, Carl Trice was in his driveway on East 77th Street vacuuming his mini van. A "For Sale" sign stood in front of the small, tidy house, but Trice and his wife, Luenna, don't have much hope of selling. They're asking \$20,000. The home is assessed for \$11,000.

"As you can see," he said, pointing up the long, narrow block, "we have some problems."

Trice figures half the houses on the street are empty; some boarded up, some needing to be. The houses stand wedged close together on small lots with sometimes a second house in back.

Such arrangements had an appeal in an immigrant city, when multigenerational families lived together and walked to work at factories that thrummed on St. Clair Avenue.

That city died for the Trice's last decade.

They paid \$60,000 a dozen years ago and moved into a neighborhood where the block club cleaned the street and hosted parties for the kids.

When drug boys moved in up the block, near Superior Avenue, Trice said, dark days commenced. A young man was shot and left dead in the street.

"As the houses deteriorated, people just walked off and left them," Trice said.

He and his wife would move, too. "Anywhere," Luenna Trice said, if they could sell.

Obsolete real estate. Surplus real estate. The city has acres of both.

"I don't really see an answer," said John Ferchill, a Cleveland developer known for bold ideas.

He said the city probably needs to physically shrink, like Detroit, which has abandon some empty neighborhoods, eliminating services.

"That's probably the only thing I can see that makes any sense," he said.

Population creates demand for housing, which sparks development, Ferchill said. Anything built in the city now would compete with ample cheap housing in safe suburbs.

Ferchill also wonders if a city needing new, industrious people should go and recruit some.

"I'm a big believer in immigrants because they create jobs," he said. "That's been successful in other cities."

CSU's Hill said the city should focus on its "viable neighborhoods," like downtown and University Circle, and help them to grow until they intersect with the weaker neighbors.

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For now, the administration of Mayor Frank Jackson has settled on a dual strategy: One traditional, one creative.

The city hopes to attract new housing and business to vacant land on marketable routes, like the Euclid Corridor, said city Planning Director Bob Brown.

Projects like the Opportunity Corridor, a planned boulevard connecting Interstate 490 to University Circle, could link isolated neighborhoods to the freeway system and become a job magnet, Brown said.

The city is also considering tactics like Urban Agriculture Innovation Zones, farmer training, to employ residents in a city suddenly home to an estimated 230 urban farms.

But Brown and other planners say urban farming offers only a better use, not a solution.

"It's not the answer because we can't farm the whole city," Schwarz said.

The answers lie in enticing people who are living like homesteaders, people like the Thompsons, to move to more populated areas. That could allow the city or someone to assemble vast acreage and plot something transformative.

"If we can get homeowners to move to a place where there are other people, that's certainly what we'll try to do," said Wayne Mortensen, a planner for Neighborhood Progress Inc., one of three local planning agencies working with the city to address its surplus real estate.

In a neighborhood like the Trices', where the housing stock is obsolete, much might have to be knocked down, he said. Some solid but empty structures, like apartment houses, could be mothballed, sealed off until better days.

The city is not without weapons. Neighborhood Progress has \$23 million in federal funds to address vacant structures and two years of planning completed, Mortensen said.

"It's kind of an opportunity in disguise," he said. "We have this incredible opportunity to create and inlay the urban amenities that were missing when the population peaked in the 1970s."

He envisions neighborhoods of energy-efficient homes dappled with parks and urban gardens.

Or, maybe, a big beautiful pond.

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Opportunity Corridor too much, too late

In response to your April 20 editorial ("Ohio needs this road on its map") about the Opportunity Corridor: Opportunity for whom? Not my neighborhood, I can tell you that.

I live in the St. Hyacinth neighborhood, the area just opposite the Interstate 490 exit to East 55th Street. For many years, it was proposed that I-490 continue on through to connect with I-271. My neighbors put up a fight about it back then. But who wanted to listen to proud, hard-working, blue-collar Polish-Americans who had bought their houses there years ago?

Of course, when it was discovered that the highway would go right through the Shaker Lakes

monstrosity should come through a wealthy area!

So now this alternative is proposed to connect the West Side

You want to add to this chaos by adding another entrance?

with University Circle. Why? University Circle is already a madhouse of crazy traffic patterns, with some streets being one-way and others looping around to God knows where. You want to add to this chaos by adding another entrance? Besides, shouldn't the Euclid Corridor be satisfying enough for these people? That's why millions of tax dollars were spent, right?

Extending Rapid line a timely suggestion

Your April 24 article "Will Van Aken intersection be simplified?" was thought-provoking.

If the Van Aken rapid is ever extended along the center of Northfield Road to the Interstate 271 area, it should turn east on the old Erie Railroad roadbed and go to Solon and Aurora, with a stop at the newly developed water park at Geauga Lake. A lot of riders could be picked up, especially in Solon.

I know that this would be more than five years away, but by then gasoline will be \$5 or more a gallon, and workers will be glad to save money by riding on rails.



ODOT says big bucks from leasing Ohio Turnpike would be spent in northern Ohio

Published: Saturday, June 11, 2011, 3:00 PM Updated: Saturday, June 11, 2011, 11:11 PM



Tom Breckenridge, The Plain Dealer
By

CLEVELAND, Ohio -- Most of the several billion dollars the state hopes to collect by leasing the **Ohio Turnpike** would be spent on projects across northern Ohio, where the 241-mile toll road operates, says the director of the Ohio Department of Transportation.

A lease deal would limit toll increases, ensure the Turnpike is properly maintained and deliver money for projects that won't get done under the current, dwindling stream of tax dollars, says **ODOT Director Jerry Wray**.



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Joshua Gunter | The Plain Dealer

A lease of the Ohio Turnpike could be structured to limit toll increases and ensure roads are maintained properly, says ODOT Director Jerry Wray.

Faced with **growing opposition here to a Turnpike lease**, Wray went on offense last week to refute what he calls "misinformation" about the proposal, which is at a crucial stage. Ohio legislators are crafting a two-year spending bill that includes provisions to pursue a turnpike lease.

Gov. John Kasich wants to lease the Turnpike but won't give away the store, Wray said.

"The deal has to benefit Ohio, or we won't do it," Wray said during a sit-down interview with Plain Dealer editorial writers and a reporter.

Turnpike salaries for toll-takers are excessive, and the toll road is generating money far beyond what it needs to operate, Wray and his staffers say.

"It's a very rich system with a lot of revenue coming in that's an asset to the state," Wray said. "It's not being used to benefit the state of Ohio."

ODOT funding is near "crisis" levels, he said. Drivers are hitting the road less, partly due to high gas prices, and they are driving higher-mileage vehicles.

That's dampened state and federal revenue from taxes at the fuel pump, which generate about \$2.4 billion yearly for ODOT. That's not enough to meet the needs of an aging road system, ODOT officials said.

Leasing the turnpike would bridge the funding gap, yielding money for projects like a reconfigured **Inner Belt** and the **Opportunity Corridor**, a proposed link between Interstate 490 and University Circle, ODOT officials said.

Kasich has said he'd like to clear \$2.4 billion from a lease deal. A majority of that would go to northern Ohio, Wray said.

Kasich would like a 30-year lease, with an upfront payment and a yearly cut of the toll revenue, Wray said.

But local leaders and transportation planners say they are against leasing the Turnpike, which is separate from ODOT. The Turnpike is governed by a **nine-member commission**, which includes the ODOT director, and covers all its expenses with toll revenue.

The Turnpike is well run, local officials say, and putting it in the hands of a private operator could lead to a host of problems.

Higher tolls are likely, which could result in truck traffic diverting to alternate routes. That would make them less safe and costlier for local communities to maintain, local officials said.

Wray said a lease would be structured to cap tolls and to ensure roads are maintained to ODOT standards, from grass cutting and bridge upkeep to pavement replacement and snow removal.

A private operator would face penalties if it doesn't meet expectations, Wray said.

The operator risks losing traffic -- and revenue -- if tolls go too high and roads fall apart, he said.

"If the restaurant is dirty and the food's bad, then nobody comes," Wray said. "It's in their interest to keep the turnpike in good condition and make it a good buy."

A private operator will have no trouble finding fat to cut, lessening the pressure to raise tolls, Wray and his staff believe.

They think the turnpike is overstaffed and overpaid.

Greg Murphy, Wray's chief of staff, cited a **Plain Dealer** story while claiming that over 600 toll takers make an average \$63,000 a year.

That kind of pay "to take a ticket and give change seems a little excessive to me," Murphy said.

In fact, the story Murphy cited said 230 full-time collectors averaged about \$56,500 yearly. The Turnpike has about 460 full- and part-time collectors.

The story also noted that, excluding toll workers, the Turnpike pays its employees 17 percent more, on average, than ODOT.

Wray noted that the average county engineering department in Ohio maintains some 350 to 400 miles of roads with budgets of \$10 million to \$15 million.

The turnpike, by comparison, takes care of 241 miles of road with a \$231 million budget, Wray said.

But the turnpike is far more than a highway, said Daniel Castrigano, the turnpike's chief engineer and interim executive director.

It's duties include maintaining 16 service plazas, fueling stations, 31 interchanges, eight maintenance buildings and an Ohio Highway Patrol post.

Murphy said the turnpike operates on about \$90 million to \$100 million a year, less than half of its annual revenue.

"What they do with their revenue is to spend the money," he said. "They pave more often than they need to, they buy trucks and equipment more often than they need to."

Castrigano said resurfacing projects this summer include two stretches that haven't been resurfaced in 15 years and one that hasn't been done in 20.

The turnpike will spend about \$120 million to operate this year, nearly half of the **\$250 million it expects to collect**, Castrigano said.

Other expenses include \$50 million for debt payments. Nearly \$80 million is set aside for capital projects, though the turnpike rarely comes close to spending that much, he said.

ODOT is studying other options besides a lease, including making the Turnpike part of ODOT. Toll profits could be used to issue bonds for transportation projects, Wray said.

The governor prefers a lease because of the up-front cash it would yield, Wray said. The pathway to a Turnpike lease will likely be laid out in provisions of the two-year spending bill that legislators are hammering out in Columbus.

Kasich prefers the Senate version, which would have the General Assembly vote on terms and conditions of a Turnpike lease.

Those terms would then be put out for bid, with ODOT and Kasich's top budget officers striking a deal with the best bidder. The Ohio Controlling Board would vote on the deal.

Wray expects the complex process to take at least a year.

"I'm not here to pick on the Turnpike," Wray said. "We are looking at what do we need to do to benefit the state, and this is an asset that has value to us that's not being leveraged."

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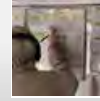
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Billions of dollars in development, redevelopment stir up dust around Cleveland

Published: Sunday, July 10, 2011, 5:58 AM Updated: Thursday, August 04, 2011, 12:55 PM



By Michelle Jarboe, The Plain Dealer

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Online map data updated through July 14

Map updated with new controls

After decades of complacency followed by years of playing catch-up, Cleveland finally has the potential to stride forward.

At least that's how Joe Roman, head of the region's chamber of commerce, sees things. Admittedly a booster, Roman still acknowledges the city's challenges -- a shrinking population, high unemployment and the scars of years of residential and corporate flight to the suburbs.

But with big-ticket projects popping up downtown and in University Circle, the repositioning of Midtown as a possible health-technology corridor, major investments by Cleveland's hospitals and expansions of homegrown business from Miceli Dairy Products to Great Lakes Brewing Co., he sees Cleveland at a turning point -- one where detailed planning and public investment are finally bringing more private dollars to play.



✚ Enlarge

John Kuntz, The Plain Dealer

Construction continues at the site of the Cleveland Medical Mart & Convention Center on Thursday. The \$465 million project, scheduled to open in late 2013, is one of several big-ticket developments bringing attention to downtown Cleveland. The prospect of increased

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"It's really fun right now in our town," said Roman,

[See the gallery as a photo essay](#)

chief executive officer of the Greater Cleveland Partnership. "That doesn't mean everything is solved, but we're seeing the investment total tipped

toward the heavy positive side. ... We're not fixing bridges. We're creating new addresses."

Actually, one of the largest projects is a bridge -- the dramatic makeover of the Inner Belt into two spans over the Cuyahoga River. Add that to other significant public and private projects, and there's \$5.4 billion-plus in new construction or major redevelopment recently finished, under construction or planned within the city's borders.

Amid chatter about big investments in the region -- the Greater Cleveland Partnership estimates about \$7 billion is being spent on major real estate, corporate and business-development efforts in Cleveland and its suburbs - The Plain Dealer looked at the landscape of some of the most notable projects, with price tags of at least \$5 million.

It's not an exhaustive study. Many neighborhood projects cost far less, but they have huge impacts for residents who benefit from refurbished houses, parks, redesigned streets, public spaces and storefront-renovation programs. Other undertakings, including the transformation of a former department store into apartments at 668 Euclid Ave., were finished before 2011 - the cutoff point for this exercise.

And some plans - a master vision for Cleveland Hopkins International Airport, emerging ideas for fixing up the Flats, possible paths for the Opportunity Corridor on the east side and a lakefront proposal floated by the Cleveland Browns - are still evolving, with too much uncertainty about the details or the sources of funding.

[See the map version for print here](#)

Where the work is happening

Locations in the map below are approximate. Green markers show completed projects, red markers are under construction, blue markers are planned, and gray ones are "other."

-- Click a marker for details. You can also select projects individually or in groups by size by making a choice in the drop-down lists below and then clicking "go." "Reset" restores all the markers to the map.

Select an individual project

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convention traffic has prompted a hotel renovation and construction race downtown, as developers jostle to see who can find financing first to remake dilapidated hotels or revive historic buildings as a hospitality project.

 **A billion dollars' worth of projects in Cleveland gallery** (10 photos)



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Opportunity Corridor's latest alignment would uproot more than 90 families, a dozen businesses

Published: Monday, July 18, 2011, 5:55 AM Updated: Monday, July 18, 2011, 7:34 AM



Tom Breckenridge, The Plain Dealer
By

CLEVELAND, Ohio -- More than 90 families and a dozen businesses would be uprooted to make way for **Opportunity Corridor**, the boulevard that would link Interstate 490 and University Circle through the city's poorest neighborhoods.

After two years of study, planners for the city and ODOT have unveiled a preferred route that curves 23/4 miles, creates a half dozen intersections and makes way for expansion plans at Orlando Baking Co. and **Miceli Dairy Products**.

A committee of transportation, business and neighborhood leaders recently endorsed the 35 mph route's path.

The proposed boulevard features a green median and a bike-and-hike trail, **renderings show**.

The committee is co-chaired by Terry Egger, publisher of The Cleveland Plain Dealer, and venture capitalist Jamie Ireland.

"This project is much more than just transportation," said **Terri Hamilton Brown**, who is directing the project as a consultant to the Greater Cleveland Partnership. "We see it as an opportunity to advance economic development in Cleveland neighborhoods."

The route's path is not finished. The city and ODOT want residents and businesses from Central, Slavic Village, Kinsman, Fairfax and Buckeye to weigh in at **four public meetings** later this month.



Lisa DeJong, The Plain Dealer

Joyce Hairston stands in front of her Slavic Village home last October. It sits in the path of the proposed Opportunity Corridor, a roadway project she welcomes.

Once a consensus is reached, construction would start no sooner than 2016 -- if funding can be found, officials said.

Money is not available for the project, as federal and state transportation budgets tighten.

But ODOT officials have said Opportunity Corridor is the kind of project that could be funded with proceeds from leasing the Ohio Turnpike, which Gov. John Kasich is pursuing.

The project is estimated at \$213.4 million, which does not include the cost of relocating utilities, officials said.

The boulevard would create intersections -- and, hopefully, pockets of vitality -- at arteries including Kinsman and Buckeye roads and Woodland Avenue.

But building the boulevard means acquiring dozens of properties, knocking down buildings and relocating families and businesses, at an estimated cost of \$22.7 million, ODOT's study of the proposed alignment showed.

That includes 63 homes and multi-unit dwellings, sheltering 95 families. Thirteen companies in 23 buildings would be relocated. One church - the Greater Roman Baptist Church at East 88th and Buckeye -- would be displaced.

Crews would also deal with up to 18 sites contaminated with hazardous materials.

The St. Hyacinth neighborhood in Slavic Village, rocked in recent years by foreclosure and the shutdown of a Catholic church, would take the heaviest hit, with more than 40 residential properties taken for the project.

The number is high because **Councilman Anthony Brancatelli** and the project committee favor a traffic option that has Opportunity Corridor running under East 55th Street. The two roads would link via a short, curving connector to the south that cuts into the St. Hyacinth neighborhood.

Public meetings on Opportunity Corridor

ODOT and Cleveland have scheduled four meetings to update the public, and hear their feedback, on plans for the Opportunity Corridor.

- 2 to 4 p.m. and 6 to 8 p.m. July 26, at Calvary Hill Baptist Church, 2171 East 103rd St.
- 6 to 8 p.m. July 27, Elizabeth Baptist Church, 6114 Francis Ave.
- 6 to 8 p.m. July 28, Mt. Sinai Baptist Church, 7510 Woodland Ave.

Features of Opportunity Corridor

Plans for the 2¾-mile boulevard include:

- A roadway that's up to 40 yards wide, to accommodate six lanes.
- A green median and a 10-foot-wide path for pedestrian and bicyclists.
- New intersections at Kinsman Road, East 75th Street, East 79th Street, Buckeye Road, Woodland Avenue, East 93rd Street and Quincy Avenue.
- A \$213.4 million estimated cost, not including utility relocation. That's down from estimates as high as \$360 million, which included more expensive alternatives for the corridor's alignment.

Other options either didn't fully link the two streets or resulted in a regular intersection with roads up to nine lanes wide, a dicey crossing for pedestrians.

A key to redevelopment of St. Hyacinth will be a strong, pedestrian link to the **refurbished RTA station** nearby. It's northeast of East 55th and I-490.

Brancatelli and Marie Kittredge, executive director of the **Slavic Village development corporation**, are pushing for a pedestrian bridge that would link the neighborhood to the RTA station over Opportunity Corridor.

The city and ODOT are considering the idea.

The new RTA station, the corridor's bike-and-hike path and the easy drive to University Circle are assets that would attract new housing and help revive the neighborhood, Kittredge said.

Of the homes that would be razed, only about a dozen are occupied by owners, Brancatelli estimated.

Property owners are leery of the project, he said.

"There absolutely is a fear of the unknown and the timing," Brancatelli said. "The questions I hear is. 'Should I fix my roof, buy a furnace, put a new driveway in?' "

Some are afraid of losing their properties for pennies on the dollar, he said.

For those who must relocate and want to stay in the area, the foreclosure crisis has yielded a supply of quality homes in Slavic Village, he said.

Joyce Hairston's home sits in the boulevard's path in St. Hyacinth. Only now are her neighbors starting to realize the project's potential impact, said Hairston, a member of the steering committee.

Previous stories

Oct. 7: **Residents in battered Slavic Village aren't sure whether Opportunity Corridor would be boon or bane**

Oct. 6: **Cleveland's proposed Opportunity Corridor generates anxiety and hope at East Side meeting**

More about Opportunity Corridor

She'll miss a weeping willow her husband planted for her and the sense of community, if the project ever comes to fruition.

But she supports it. Renderings show an attractive boulevard that would lift the neighborhood's image, she said.

But Hairston and others have concerns. They wonder whether project advocates will truly push for development in the suffering neighborhoods.

"I have some concerns that it lives up to its name," said Tim Tramble, director of **Burten, Bell, Carr Development, Inc.**, which serves Central, Kinsman and North Broadway. "I think it could be a very dangerous thing that it simply transports people from 490 to University Circle."

History shows that highway links to urban employment centers allow population and investment to move out, he said.

Project proponents said the corridor's curving alignment, multiple intersections and 35 mph speed limit aren't designed to speed traffic along.

The aim is to open access to hundreds of acres of vacant and underused land, they said.

Plans call for no retail along the boulevard, to avoid competing with neighborhood shops, said Hamilton Brown.

Instead, officials favor development that dovetails with manufacturing uses to the corridor's west, near Interstates 490 and 77, and medical uses to the east.

The Cleveland Clinic and other major institutions "are running out of space and could have related facilities that could push down the corridor," said **Cleveland Planning** Director Bob Brown.

Several grant-funded studies of the corridor's impact are underway. One will gauge future real estate demands, while another will plot ways to clean up and develop contaminated sites.

Traffic engineers, and **Mayor Frank Jackson**, want the corridor's path to accommodate Miceli and Orlando, too, Brown said.

"Both [businesses] have persevered in very difficult areas and have serious expansion plans," Brown said.

Designs show the corridor going through an Orlando's parking lot.

"So we're trying to move it a little bit south," Brown said.

Hamilton Brown, the project director, is unabashed in support of the corridor's other aim of move traffic more easily to University Circle.

"The University Circle area is growing and it is adding jobs and we will help support that," Hamilton Brown said. "So it is an investment that will help the community continue to grow."

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Opportunity Corridor to connect I-490 to University Circle provides bittersweet opportunity

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Posted: 07/26/2011
Last Updated: 20 hours and 34 minutes ago



By: Paul Kiska, newsnet5.com

CLEVELAND - Opportunity Corridor, a new two-and-a-half mile long boulevard that would connect I-490 to University Circle, provides bittersweet opportunity for neighbors.

When Joyce Hairston thinks about leaving her home of 16 years, she said she considers it a bittersweet prospect. Her home on Butler Avenue is one of 95 that may be taken by eminent domain to make way for the Cleveland Opportunity Corridor.

The Opportunity Corridor is a massive transportation project on the city's southeast side that would connect I-490 to University Circle. The project promises to open the door to new economic development and jobs in an area with little to no economic activity right now.

The route the Ohio Department of Transportation recommended will connect 490 from East 55th to East 105th and Quincy. This will allow thousands of motorists to have an alternate route into the University Circle area and possibly trigger business growth in what has become known as the forgotten triangle.

Homeowners like Joyce Hairston would lose their homes -- and that gives her the opportunity to get out of a rundown, depressed neighborhood.

"I probably couldn't get a thousand bucks for my house right now," said Hairston. "But where do you go? I've had 16 wonderful years here."

Hairston did say the state is making an "equitable offer" for her property. Out of 95 homes that may be affected, it appears only 12 are owner-occupied. Many are boarded up. Some are spray painted with the words "No Copper Inside" -- a warning to vandals who might try to steal the pipes.

City and state officials are holding public meetings this week to hear from residents and others with an interest in the project.

A meeting will be held Tuesday night from 6 p.m. to 8 p.m. at Calvary Hill Baptist Church at 2171 East 103rd Street in Cleveland.

What do you think of this project? Chime in by entering your comments in the form below.

For more information about the Opportunity Corridor project, go to ODOT's website: <http://5.ews.com/DFm>

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'Opportunity Corridor' Could Put Homes, Businesses in Jeopardy

By Mark Zinni

Fox 8 News Reporter

10:33 PM EDT, July 26, 2011

CLEVELAND

Businesses and homeowners are bracing for some possible bad news as the city gears up for a major road project.

On Tuesday, Cleveland's planning director and representatives from the Ohio Department of Transportation held informational meetings on the Opportunity Corridor.

The newly-proposed multi-lane boulevard would stretch from the end of I-490 at E. 55th Street to University Circle.

"The idea here is to build a boulevard that connects traffic into these neighborhoods that so much need the development and job growth," said Robert Brown from the city planning department.

Because the road would be new, it would require the demolition of some old homes, possibly as many as 90, including Eula Scott's house on Grand Avenue.

"Why?" asked Scott. "That would be my thought, why? Could they fix it, I don't know, some other kinda way?"

The plan also calls for the demolition of the Greater Roman Baptist Church at E. 88th and Buckeye.

"We are working very hard to minimize the number of buildings, the number of households that would be displaced," said Brown.

The Orlando Baking Company has been a Cleveland staple for more than a century and the proposed roadway would run right outside their front door on Grand Avenue.

"You know, as a company, we all feel that the road is great for the city, we want to see the road happen. But in return, we don't want to get landlocked either," said John Anthony Orlando.

The Orlando's want the road moved further south, which is possible since the plans haven't been finalized.

The city needs federal approval before breaking ground.

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The plan will be evaluated and submitted to the federal highway department early next year.

Additional informational meetings have been scheduled for Wednesday, July 27 from 6 p.m. to 8 p.m. at Elizabeth Baptist Church, 6114 Francis Avenue and Thursday, July 28 from 6 p.m. to 8 p.m. at Mt. Sinai Baptist Church, 7510 Woodland Avenue.

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WTAM - Local News



Tuesday, July 26, 2011

Your input is wanted about the Opportunity Corridor

Proposed highway would connect I-490 with University Circle

By Tom Moore, Newsradio WTAM 1100

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(Cleveland)--The Ohio Department of Transportation (ODOT) is holding four public input sessions this week on the proposed Opportunity Corridor, the proposed highway to run from the eastern end of I-490 at East 55th Street to University Circle.

ODOT spokeswoman Amanda Lee tells WTAM 1100 that the purpose of these sessions this week is to get community feedback, to present environmental and engineering studies, and to present what ODOT says is the preferred route for the proposed route.

The idea of the Opportunity Corridor is to make it easier for traffic to get to an area of Cleveland known as the "forgotten triangle" where commercial activity has died in recent years due to a lack of easy access to freeways. It'll also make it easier to get from the west side to University Circle.



Lee says the Opportunity Corridor won't be a freeway, rather it'll be a highway with three lanes in each direction, a boulevard-type median, and bicycle lanes. She says it'll be designed so as not to slice neighborhoods in half, as freeways have done.

<p>The public input sessions are as follows:</p> <p>--Tuesday, July 26, 2-4 p.m. and 6-8 p.m., both at Calvary Hill Baptist Church, 2171 East 103rd Street</p> <p>--Wednesday, July 27, 6-8 p.m., Elizabeth Baptist Church, 6114 Francis Avenue</p> <p>--Thursday, July 28, 6-8 p.m., Mt. Sinai Baptist Church, 7510 Woodland Avenue</p>	<p>Site Bro</p>
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Cleveland-area road projects face tight funding, uncertain future

Published: Monday, October 17, 2011, 6:00 PM Updated: Tuesday, October 18, 2011, 10:57 AM


 By **Tom Breckenridge, The Plain Dealer**
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CLEVELAND, Ohio -- Funding for sorely needed, big-ticket road projects is in trouble here and across Ohio.

Local transportation leaders said Friday they are confident money will be available for the region's most-vital project, the \$350 million **demolition and replacement of the existing Inner Belt Bridge by 2016**.

But unrelenting needs, limited resources and dwindling federal cash have thrown a shroud of uncertainty over projects ranging from the widening of Interstate 271 in Oakwood and Bedford to the Opportunity Corridor in Cleveland.

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Marvin Fong, The Plain Dealer

While construction of a new Inner Belt Bridge continues apace, local transportation officials fear funding uncertainties will harm other big-ticket road projects across the region.

"We are on the precipice here of a real infrastructure funding crisis," Ronald Eckner, a top transportation planner, said in an interview this week.

Eckner delivered the same message to a room full of government leaders Friday, during a board meeting of the **Northeast Ohio Areawide Coordinating Agency**.

NOACA sets transportation priorities across Cuyahoga, Lake, Geauga, Medina and Lorain counties.

The NOACA board voted Friday to recommend **\$1.07 billion worth of projects** (pdf, p. 32) to the little-known but powerful **Transportation Review Advisory Council**.

TRAC, chaired by Ohio Department of Transportation Director Jerry Wray, annually sets a multi-year agenda for design and construction of projects costing \$12 million or more.

TRAC's job has grown increasingly difficult.

Wray recently warned NOACA and other planning agencies statewide that TRAC had committed to \$3.3 billion in big-ticket projects through 2017. But projected revenue for all that work is only \$1.7 billion.

To bring a dose of reality to the scene, Wray urged planning agencies to huddle with elected and business leaders to rank their road projects.

And he wanted them prioritized by phase, such as land acquisition, design and construction.

NOACA's regional wish list has about 20 projects broken into 45 phases. It will compete against other regions, with TRAC expected to vote in December on a statewide priority list.

After public hearings, TRAC will finalize the list by next spring.

The statewide competition probably means important projects here will be delayed - unless more federal funding can be found.

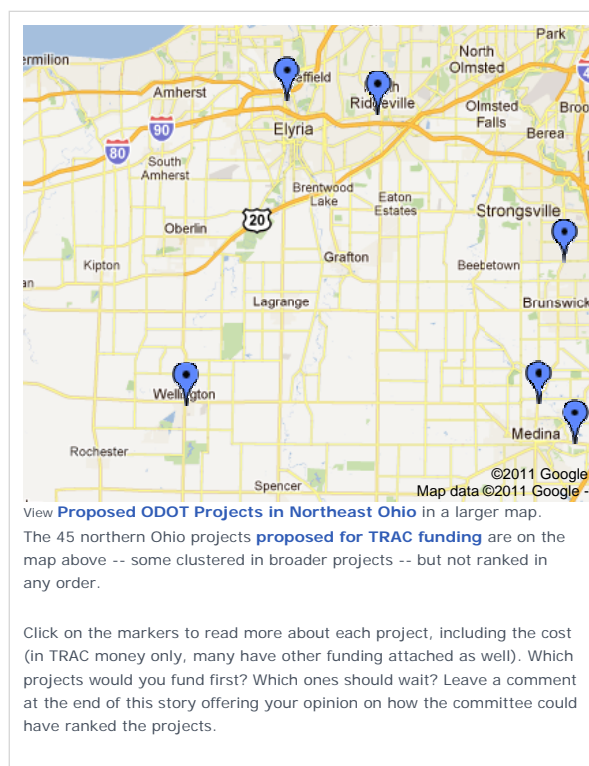
Congress, locked in partisan debate over budget priorities, recently approved transportation funding at current levels only through next March.

The multibillion-dollar pot of federal gas tax money that pays for road projects continues to decline, partly because fuel-efficient cars and trucks are using less gas.

Unless Congress acts to raise the gas tax or generate money in other ways, NOACA's list of road projects "is in jeopardy," NOACA's Eckner told his board Friday.

An ODOT spokesman said the funding dilemma "reinforces the importance of exploring all funding alternatives." That includes the possible lease of the Ohio Turnpike, which Gov. John Kasich believes could yield several billion dollars for the state.

The cash crunch is creating uncertainty for high-profile projects here.



Money is already set aside for the \$287.4 million construction of a new Interstate 90 bridge in Cleveland, going up north of the existing one.

Myron Pakush, head of ODOT's Cleveland-area district, is among officials who say they'd be surprised if TRAC didn't put its stamp of approval on money for the 2013 demolition of the existing bridge over the Cuyahoga River and its \$320 million replacement.

Once built, the replacement will handle eastbound traffic, while the first bridge will handle traffic headed west.

The top project on NOACA's priority list is the \$21.2 million separation of road and rail line on Ohio 58 in Wellington, south of Oberlin in Lorain County. The long-sought project would be done by 2014.

Ranked high in Cuyahoga County is the **\$6 million construction of a bike-and-hike path** on the Lorain-Carnegie (Hope Memorial) Bridge.



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Greater Cleveland's riskiest intersections spotlighted by new crash analysis

Published: Monday, January 09, 2012, 6:00 AM



By **Tom Breckenridge, The Plain Dealer**
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CLEVELAND, Ohio -- The snow flying Tuesday afternoon made the region's most-perilous intersection a bit more dicey.

Traffic stacked, horns blared and pedestrians scurried where East 55th Street, Woodland Avenue and Kinsman Road meet on Cleveland's East side.

The five-way crossroad "is one big confusion-congestion," Denise McPherson, 57, of South Euclid says, while warming herself in a nearby Marathon gas station. "If you're not from Cleveland, you'll get in an accident."



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Plain Dealer file

Traffic streams through the intersection of East 55th Street, Woodland Avenue and Kinsman Road Friday afternoon. Crashes are a regular occurrence here.



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Indeed, 161 smashups -- roughly one a week -- occurred here from 2007 to 2009, more than any other intersection in five counties, [a new study shows](#) (pdf).

Cleveland's downtown and East Side have eight of the top 10 high-crash intersections, the analysis by the **Northeast Ohio Areawide Coordinating Agency** shows.

The five-county planning agency ranked 103 intersections that saw 50 crashes or more during the three years. The study counted crashes 100 feet from the middle of an intersection.

Intersections were ranked by the number of accidents, the cost of property damage and injuries, and the rate of accidents.

NOACA, the **Ohio Department of Transportation** and the region's cities use the data to spotlight problem-plagued intersections and fix them, if possible.

The highest-crash intersections are no surprise, says NOACA's Gary Grano, the study's author.

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They're big intersections moving lots of traffic, often cheek-by-jowl with busy retail and gas stations that complicate traffic movement.

"When you have lots of traffic, that's where you'll have a lot of crashes," Grano said. "It really is that simple sometimes."

Crashes, in general, are down across the region's roadways, the study showed.

In Cuyahoga, Lorain, Medina, Lake and Geauga counties, crashes declined 25 percent from 2000 to 2009, a bit better than the statewide reduction.

Drivers crashed 48,530 times in 2009, an average of 133 each day across the five counties.

The crashes resulted in 121 fatalities in 2009, 18 percent fewer than 2000.

Statewide, fatalities declined 25 percent over the same period.

"Vehicle safety technologies, along with increased enforcement of seat-belt laws, speed limits and penalizing aggressive driving, have made a very large impact," the study said.

But alcohol showed an alarming persistence. More than one-third of the fatalities in 2009 were alcohol-related, compared with 24 percent in 2000. "It is possible further education of the dangers of drinking and driving is needed," the study said.

Public safety officials and transportation planners are well aware of the high-crash intersections in their communities.

Cleveland Traffic Commissioner James P. Muhic said a recent crash analysis by the city found East 55th-Woodland-Kinsman to have the most accidents since 2006, the same finding as the NOACA study.

His office recently recommended placing a fixed traffic camera near East 45th Street and Woodland, to slow eastbound traffic headed for the intersection.

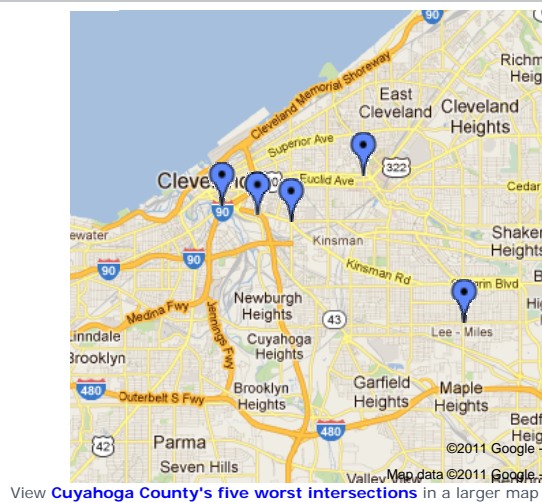
About 48,000 drivers a day approach the intersection, on their way to and from University Circle, downtown and East Side communities.

The mayhem included 51 smashups in which someone was injured, also the highest number in the region, the NOACA study showed.

Muhic noted that some of the top crash sites in Cleveland are near downtown attractions or University Circle, which draw throngs of drivers unfamiliar with the chancy intersections.

He believes traffic cameras near two of the city's high-crash intersections -- East 55th and Carnegie Avenue, and East 131st and Harvard Avenue -- have improved safety, though he did not have crash statistics to show that.

The number of tickets at both intersections is declining, evidence that camera-wary drivers are more careful, officials said.



View [Cuyahoga County's five worst intersections](#) in a larger map

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Six intersections had more than 100 crashes over the three years.

In Cleveland, that included the East 55th-Kinsman-Woodland site; the intersection of Ontario Street, Carnegie Avenue and Central Viaduct, with 148 crashes; and Harvard Avenue and Lee Road, with 105 crashes.

The other three sites were outside of Cleveland. One was the confounding six-way nexus of Chagrin Boulevard, Warrensville Center Road, Northfield Road and Van Aken Boulevard in Shaker Heights, which saw 160 crashes.

It's due for an **\$18 million conversion** to a four-way intersection, with construction scheduled to start in 2013.

In Lake County, Reynolds Road (Ohio 306) and Mentor Avenue in Mentor registered 140 crashes.

ODOT is studying this intersection under its **Safety Program**, which recommends short- and long-term improvements at high-crash sites, spokeswoman Amanda Lee said in an e-mail.

The program has \$72 million a year to help pay for fixes, Lee said.

ODOT engineers are also studying the Royalton (Ohio 82) and Howe roads in Strongsville, Lee said. The intersection congests with traffic from Interstate 71 and the nearby Westfield SouthPark Mall.

The intersection had 108 crashes over three years.

In Lorain County, the highest-crash intersection was Center Road (Ohio 83) and Detroit Road, just south of Interstate 90 near the Avon Commons shopping center. The Avon intersection saw 91 crashes.

In Medina County, the High Street (Ohio 94) and Great Oaks Trail intersection in Wadsworth saw 65 crashes. The site is just north of Interstate 76, serving a busy shopping center.

Geauga County, the least populated of the five counties, had no intersections on the NOACA crash list.

But the county has a roadway nemesis -- animals, particularly deer.

One of every seven crashes involved an animal, the highest rate in the five counties, the study showed.

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Funding for second Inner Belt Bridge could take a back seat to statewide projects

Published: Sunday, January 29, 2012, 6:00 AM


 By **Tom Breckenridge, The Plain Dealer**
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A dozen projects, including a highway upgrade in downtown Dayton and the widening of Pearl Road in Strongsville, will see money for construction years before the second Inner Belt Bridge is funded.

And that boggles the minds of Cleveland officials, from Mayor Frank Jackson on down.

They don't begrudge money for projects elsewhere. But they believe that the two-bridge replacement of a deteriorating Interstate 90 span -- a vital east-west link for Cleveland and northern Ohio -- should be the top priority.

Officials at the Ohio Department of Transportation insist they're not giving Cleveland the shaft.

They're just following policy: Major road and bridge projects that are ready for bid get the money first.

That means Cleveland's second new bridge might not open until 2026 instead of 2016, under a draft of a funding list that ODOT released Jan. 17. It's not that the project won't be ready, it's just that the money won't be available when it is ready to be bid.

The list is based on wrong-headed policy, Cleveland-area leaders say.

They have quickly coalesced to press ODOT -- and an advisory panel that will approve the final funding list -- to stick with the original plan.


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The Plain Dealer

Cleveland officials feel that funding for the second span of the Inner Belt Bridge should be a top priority. Cleveland's second new bridge might not open until 2026 instead of 2016, under a draft of a funding list that ODOT released Jan. 17.

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Doing otherwise leaves the city dealing with "intolerable" choices between bridge safety and traffic congestion, says Chris Warren, chief of regional development for Jackson.

Cleveland officials aren't the only ones grumbling.

ODOT, under Gov. John Kasich, released a draft funding list that, in some cases, postponed the state's largest construction projects by a decade or more.

ODOT Director Jerry Wray and Kasich, the man who appointed him, said it was time for fiscal discipline.

Previous administrations vastly over promised what the state could afford in building multimillion-dollar infrastructure improvements, they said.

Bill Dingus, a member of ODOT's advisory panel, acknowledged that the panel was too optimistic in projecting how much federal gas tax money would flow to the state.

ODOT receives about \$1.2 billion a year in federal fuel taxes, a number that's expected to dwindle unless Congress passes a more robust spending bill soon.

"You think things will be better," said Dingus, a six-year panel member and executive director of the Lawrence County Chamber of Commerce in southern Ohio.

Inflation also pumped up the cost of projects, which take years to design, bid out and build, he said.

Under ODOT's draft funding list, projects simply roll out as they are ready to be bid and as money -- about \$100 million a year -- is available.

The policy is meant to be objective and fair and "to take the politics out of decision-making," ODOT spokesman Steve Faulkner said.

Unfortunately, 12 other projects will be ready for construction bidding before July 2013, when the second bridge would be ready for bidding, the funding list showed.

The dozen projects include the \$238 million upgrade of Interstate 75 in downtown Dayton; the \$152 million improvement of a stretch of I-75 in Cincinnati; and the \$11.8 million widening of Pearl Road, from Boston to Drake roads in Strongsville.

The list shows no money for construction projects in Ohio in the three years before 2023, when ODOT would release \$320 million for the second Inner Belt Bridge.

The three-year lull allows ODOT to gather money, at the rate of \$100 million a year, to pay for the second bridge, Faulkner said.

The funding crunch highlights the need to find new income for roads and bridges, such as leveraging toll revenue from the Ohio Turnpike, Kasich and ODOT officials have said.

Kasich has denied the project-funding bombshell was designed to boost his controversial proposal to divert turnpike revenue to the state.

Officials have safety, gridlock concerns

ODOT's insistence on rolling out projects based on readiness and available money ignores the urgency of a two-bridge plan that ODOT endorsed, said Warren, Cleveland's chief of

ODOT big-ticket projects

The Ohio Department of Transportation's draft of a list of funds for big-ticket projects statewide is generally bad news for local road and bridge efforts. Here's how a number of local projects fared.

- West Shoreway conversion: \$30 million that local officials expected to have for a West 73rd Street underpass in 2014 wouldn't be available until 2026.

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That plan includes demolishing the aging Inner Belt Bridge in 2014. ODOT ordered \$10 million worth of repairs and temporarily closed lanes on the bridge in late 2008, to lighten the load on weakened beams.

ODOT said then that the bridge was deteriorating faster than expected. The repairs, finished last spring, improved the bridge's condition to "serious" from "critical," according to the most recent inspection.

By 2014, the bridge will be five years beyond its 50-year life span. The bridge and its design are similar to a bridge that collapsed in Minneapolis in 2007, killing 13 people.

Original plans called for a new bridge, rising now just north of the existing Inner Belt span, to open in late 2013.

The existing bridge would then be demolished and the new bridge would handle traffic in both directions -- four lanes west, two lanes east -- until 2016, when the second bridge opened.

But ODOT's draft funding list shows money for demolition wouldn't be available until 2018. Money for the second bridge would be available five years later.

- Ohio 58 in Wellington, Lorain County: \$14.2 million needed to separate the road from a rail line would be available in 2018, instead of 2014.

- Pearl Road widening in Strongsville: Some \$6 million needed to widen Pearl between Boston and Drake roads would be available in 2019, instead of 2013.

- Opportunity Corridor. The effort to link Interstate 490 and East 105th Street via a boulevard would receive \$1.7 million for further design.

- Clifton Boulevard enhancements: This \$9.5 million project, to upgrade bus and pedestrian sites along the busy Cleveland-Lakewood route, was not recommended for funding. Cleveland, Lakewood and Regional Transit Authority officials are reconsidering their funding options.

- Inner Belt. Building two new bridges to replace the current Inner Belt span is only the first phase of a multibillion-dollar plan to redo the curving, dicey Inner Belt, from the bridges through Dead Man's Curve.

Part of the project includes some \$27.4 million to upgrade Interstate 77 at Interstate 490. The money would be available in 2034, instead of 2016. Some \$160 million to improve the Central Interchange would be available in 2036, instead of 2017.

In a related development, ODOT and MidTown Cleveland Inc. recently agreed to abide by the findings of a new economic development study, which will look at alternatives to closing off Prospect and Carnegie avenues in a reconfigured Inner Belt.

MidTown had opposed the closings, saying it would hurt a growing health-and-technology corridor. The study will be done by 2013.

ODOT said options could include using the existing span beyond 2014, possibly handling just eastbound traffic. The new span would handle westbound traffic, as it was designed to do.

City officials said using the first, new bridge for two-way traffic beyond 2016 would probably result in nasty backups, because the bridge would carry only two eastbound lanes.

Officials expect to see traffic into downtown build in the coming years as a new casino, medical mart-convention center and other attractions take hold.

"It creates absolute gridlock downtown," Warren said. "And if you use the existing bridge beyond 2016, you create an unsafe, potentially catastrophic situation."

Jackson said he sees a disconnect between ODOT's past concern with the existing span's structural safety and the possibility of using it beyond 2014, when the original plan called for its demolition.

"It was the state who pressed the urgency of the replacement of the bridge," Jackson said.

ODOT officials said they'll now analyze options for using the existing bridge and the first new one in 2014 and beyond.

"Under no circumstances will we allow anything to endanger the public on that bridge or any bridge in Ohio," ODOT Director Wray said.

Some critics point to Cincinnati bridge project

Some local officials who feel shorted by ODOT are eyeing the big outlay of money proposed for the Brent Spence Bridge project in Cincinnati.

ODOT's draft list showed nearly \$64 million to buy land for the project in 2013. Only one Cuyahoga County project would see money that year -- \$1.7 million to design the Opportunity Corridor, the proposed boulevard between Interstate 490 and University Circle. ODOT estimated that project at \$215 million, though it's not clear where the money would come from or when the boulevard would be built.

The Brent Spence project, estimated at \$2.4 billion, aims to replace an obsolete bridge over the Ohio River and improve a chronically congested, 7.8-mile corridor.

The roadway carries Interstates 71 and 75 through downtown Cincinnati and into northern Kentucky.

Community leaders in southwest Ohio rank it as the region's most important project.

Faulkner said ODOT must keep key projects moving through development, even with limited funds.

President Barack Obama visited the bridge in September, to highlight the importance of investing in the nation's roads and bridges.

Faulkner said those who believe Cuyahoga County is getting short shrift should know that the county receives 30 percent of the \$1.9 billion to be spent on road and bridge construction over the next 24 years.

That's too long for the money to roll out, local officials said, considering previous ODOT promises and the potential for adverse impacts on Greater Cleveland's economy and public safety.

Public can weigh in on funding list

ODOT officials emphasized the controversial funding list is not set in stone.

ODOT's advisory panel is to vote on adopting the draft list at a meeting Tuesday. The public will have several months to weigh in on the list, which the panel is expected to finalize in the spring.

Several panel members indicated there's flexibility in the list, but not much. If one project moves up the list, another will move down.

Local leaders, including Jackson and Cuyahoga County Executive Ed FitzGerald, are working with state and congressional leaders to get the Inner Belt and other local projects, such as the West Shoreway conversion to a boulevard, moved up the draft list.

State Sen. Shirley Smith, a Democrat from Cleveland, convened a meeting of local leaders soon after the draft plan was released.

They want ODOT to join a local public forum to explain the project-funding crunch.

"Most people seem absolutely perplexed about what's going on," Smith said. "It feels like we've been blindsided and rolled over. . . . We've got questions that need answers."

Related topics: [cleveland](#), [inner belt bridge](#), [road projects](#), [traffic](#), [transportation funding](#)

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Steve LaTourette understood the importance of infrastructure -- which one big reason he'll be missed: Joe Frolik

Published: Tuesday, August 07, 2012, 5:51 AM



Joe Frolik, The Plain Dealer
By

Last Monday, the president of the American Society of Civil Engineers told a Cleveland audience that the nation faces a **lengthy "to-do" list** for roads, bridges, dams, sewers, airports, transit, harbors and other big-ticket projects that fall within that oh-so-unsexy category labeled infrastructure.

Andrew Herrmann of Pittsburgh estimates that between now and 2020, it would take almost \$100 billion a year more than we're already spending just to bring U.S. transportation networks up to passable quality. Doing that, he noted, will require a level of national leadership and cooperation rarely seen in Washington these days.



[View full size](#)

Lynn Ischay, The Plain Dealer

U.S. Rep. Steve LaTourette's retirement will make it even harder for Congress to solve problems that require bipartisan cooperation.

The day after Herrmann sounded his alarm at the annual meeting of the Build Up Greater Cleveland coalition, the prognosis got notably worse when Steve LaTourette **announced that he had had it** with Washington's brand of gridlock and was dropping his bid for a 10th term in the House of Representatives.

LaTourette's unexpected decision evoked sympathetic statements from colleagues of both parties who said they would miss his genial manner and unfailing good humor. The less obtuse among them privately share his concern that the people's business stalls when compromise becomes a dirty word. But despite all of the laurels bestowed on LaTourette, the reality is that one year after America's credit rating took a hit, the same dysfunctional Congress is preparing to drive off a fiscal cliff rather than make the deals that divided government requires. No wonder he wants out.

Beyond the Capitol, the Bainbridge Township Republican's departure is very bad news for almost everyone who was in Herrmann's audience or who worries about America's roads and bridges. Smart legislators pick an issue or two on which to concentrate. They burrow in and learn the nuances. They understand funding formulas. Luckily for Northeast Ohio, LaTourette chose infrastructure.

That made him the go-to guy for mayors and county officials of both parties who needed help or advice on a project. Even if they were outside his district or were members of the Democratic Party, LaTourette took their calls because he had this old-fashioned notion that when you're in Congress and you can help somebody back home, you should.

LaTourette had another old-fashioned idea: He thought government should be able to pay for what it does. That put him at odds with many Democrats (and, to be fair, a good number of Bush-era Republicans) who like to spend, but prefer to run a tab they hope someone, someday will pay. Nor did it endear him to those Republicans, especially of the Tea Party ilk, who don't much like government and *really* don't like taxes. Early in 2011, after taking the temperature of the new 112th Congress, LaTourette reported to our editorial board that the House was divided between, "the people on the other side of the aisle who don't want to cut anything and the people on my side of the aisle who want to cut *everything*."

When it came to infrastructure, he saw the obvious needs and realized that Washington's primary source of money for roads and bridges -- the gas tax -- isn't producing nearly enough cash to cover the freight. It hasn't been raised since 1992 -- if the 18.3 cents a gallon tax had just **risen with inflation**, it would be 30.3 cents now -- and its yield is further reduced because Americans are driving more fuel-efficient cars. Short of requiring everyone to acquire a 1977 Dodge Charger, something has to change. LaTourette wanted at least a conversation about raising the tax. Not many of his colleagues did.

Ohio has its own gas tax, but as state transportation officials have admitted, it doesn't generate enough money to cover all the promises made by governors of both parties. Leaders in Greater Cleveland are working with the state to figure out how to speed up the second Inner Belt Bridge, kick-start the Opportunity Corridor and make key improvements around the waterfronts. The Port Authority is **asking for a tax hike** this year because it's been charged with -- among other things -- making sure the west bank of the Cuyahoga River doesn't collapse and close the vital shipping lane. Herrmann, for one, thinks what's already being done here, including the first new Inner Belt bridge and the HealthLine, is nothing short of amazing in this economic climate. So are the **private investments already visible** along the Euclid Corridor in particular.

Continuing to meet major infrastructure needs will require a lot of large and small fixes. Higher taxes. A willingness to consider bonding assets like the Ohio Turnpike. Tolls on some new construction. More public-private partnerships.

It'll also require more leaders like LaTourette, who understand that government's not all bad and that "internal improvements," as Alexander Hamilton called them, have always been part of its mission.

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Every Monday -- News from the Greater Cleveland Partnership, November 12, 2012

Opportunity Corridor: What's new, what's next

The GCP continues its leadership role in Opportunity Corridor, the projected \$215 million project that will be a catalyst for reinvestment in several adjacent communities on Cleveland's east side. by coordinating with the project Steering Committee, local foundations, and representatives from the Ohio Department of Transportation (ODOT) District 12, the City of Cleveland, and community development corporations.



In 2012, ODOT and HNTB Ohio worked to establish the final proposed route, which included fine-tuning portions of the roadway alignment and intersections. The team also continues work on federally required environmental studies that will allow the project to seek construction funding.

The new three-mile boulevard will help drive reinvestment into nearby communities with the redevelopment of hundreds of acres of underutilized land into vital, neighborhood assets. It also will improve connections between I-490 and University Circle, where 45,000 Greater Clevelanders work and 2.5 million people visit annually.

Next steps

A Public Hearing is expected to be held in Spring 2013, where the public can provide comment on the EIS, followed by the awarding of a Record of Decision (ROD) in the summer, which will allow the project to proceed and be eligible for federal funding. Follow the project's progress at www.buckeyetraffic.org/opportunitycorridor.

Insights into Election 2012

Political analyst Charlie Cook, who has been called "the man who knows more about everything political than anyone else," shared his insights into the 2012 Presidential Election with about 300 guests at the City Club last week. His comments included:

- Insights into the advantages the Obama campaign had that the Romney campaign did not—such as beginning to map a 2012 campaign strategy as early as 2009;
- Impact of the Latino and Asian vote (overwhelmingly Democratic); and
- How changing demographics will transform Arizona and Texas into "purple" swing states.

In summing up the candidates' voter demographics, Cook said "Obama won the future; Romney won the past." Cook also described what he believes needs to happen for the Obama Administration to achieve results during its second term: "engage Congress." Read more about this topic in [his column](#) in the National Journal.



Election results and Northeast Ohio



The GCP's Government Advocacy Team (photo left to right): GCP Senior Vice President Advocacy Carol Caruso; GCP Vice President State and Local Advocacy Marty McGann; Tim Cosgrove, Squire Sanders; Josh Rubin, The CJR Group; and GCP Vice President Government Advocacy Nick Gattozzi provided an analysis about how election results will impact Northeast Ohio in a special members-only session at the City Club.

Learn more about the election's impact. [Click here](#) to read or download the GCP's 2012 Election Report that breaks down local, state and national results and what they mean to the Northeast Ohio business community and economy.

GCP Public Officials Reception: Still time to RSVP

There's still time to order your tickets for the Greater Cleveland Partnership's 49th annual Public Officials Reception on Friday, November 16, from 5:30 to 9 p.m. at the Cleveland Museum of Art's stunning new atrium.

Start the holiday season with us at this one-of-a-kind event! This is your opportunity to mix and mingle with business leaders and elected officials in a

Investing in Infrastructure

Opportunity Corridor and Innerbelt Bridge are on the move.

An efficient and reliable transportation system is critical to our region's businesses and economy. So, in the big picture of economic development, it's important that improvements to infrastructure—such as roads and bridges—are part of the plan. In Cleveland, two major transportation projects—Opportunity Corridor and the Innerbelt Bridge—are moving forward.

“Both projects are connected to Cleveland's economic transformation and the more than \$11 billion in construction projects that have recently been completed are under way,” says Deb Janik, the Greater Cleveland Partnership's (GCP) senior vice president of real estate and business development. “Investments in infrastructure help support and sustain our community's economic vitality and growth.”

Opportunity Corridor

The GCP continues its leadership role in the projected \$215 million project by coordinating with the project steering committee, local foundations, and representatives from the Ohio Department of Transportation District 12, the city of Cleveland and community development corporations.

The new three-mile boulevard will be a catalyst for reinvestment in nearby communities with the redevelopment of hundreds of acres of underutilized land into vital, neighborhood assets. In addition, it will improve connections between I-490 and University Circle, where 45,000 Greater Clevelanders work and 2.5 million people visit annually.

In 2012, ODOT and HNTB Ohio worked to establish the final proposed route, which included fine-tuning



Opportunities for Business

Besides the transportation benefits Opportunity Corridor could bring to Cleveland's east side, it has potential to provide an economic shot in the arm for several neighborhoods, as well as improving and increasing opportunities for businesses.

- **During construction:** Local companies could benefit economically by providing services to construction crews.
- **After construction:** City-led efforts should encourage current businesses in the area to grow while attracting new ones to substantially revitalized neighborhoods where more residents are employed.

Progress on the Innerbelt Bridge includes erecting the mammoth steel girders that carry the road deck atop the concrete piers.

PHOTO CREDIT: OHIO DEPARTMENT OF TRANSPORTATION.

portions of the roadway alignment and intersections. The team also continues work on federally required environmental studies that will allow the project to seek construction funding.

Innerbelt Bridge

The \$292 million Innerbelt Bridge project is estimated at more than 60 percent completion, with the mammoth steel girders that carry the road deck being erected atop towering concrete piers. The project is expected to be finished by fall 2013.

Work also has continued on several ancillary projects, including pedestrian improvements to Abby Ave., reconfiguration and repaving of the Carnegie Ave./Ontario St. intersection and construction of a 14-foot-wide multipurpose path on the northern side of the Lorain-Carnegie Hope Memorial Bridge. ●

Event

2013 GCP Annual Meeting of Members

Date: Thursday, June 20

Time: 4-6:30 p.m.

Place: Cleveland Medical Mart & Convention Center

→ gcppartnership.com/annualmeeting



Welcome, New GCP Investors

AssuraMed

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→ gcppartnership.com/membership





Opportunity Corridor is a development 'must' for the city: editorial

Published: Sunday, December 30, 2012, 8:23 PM Updated: Sunday, December 30, 2012, 8:23 PM



By The Plain Dealer Editorial Board

As stakeholders in Greater Cleveland try to advance the region's critical infrastructure needs in 2013, their priorities should include getting the project known as **the Opportunity Corridor** "shovel-ready" -- and then finding the money to make it a reality.

This proposed 2.75-mile boulevard connecting Interstate 490 with University Circle has been discussed by local political and business leaders and by the Ohio Department of Transportation for nearly a decade. ODOT has spent \$4.5 million on preliminary engineering studies and committed another \$11 million for more detailed design work.

A citizens group, including residents of neighborhoods along the route, has labored long and hard to come up with a path that would uproot as few people and businesses as possible while opening large tracts of Cleveland's East Side to development.

The steering committee plans to present its proposed route for public comment early next year. With that in hand, design and environmental-impact work can begin.

Yes, it will be expensive: at least \$220 million, according to a 2011 estimate. But the development it could unleash -- much of it driven by companies linked to the medical, research and cultural institutions around University Circle -- also could be enormous.

Think about it: For decades, many transportation projects in this region in effect provided a way for residents and businesses to leave Cleveland and its inner-ring suburbs. The Opportunity Corridor aims to reopen areas devastated by disinvestment and abandonment. That's why, says Slavic Village area city Councilman Tony Brancatelli, many residents have set aside their initial skepticism about the project and come to see it as potential lifeline.

Paying for the new boulevard -- which remains far down **ODOT's priority list** -- will require creativity. Gov. John Kasich's proposal to borrow against Ohio Turnpike revenues might help, but local money will be needed, too. One possible source: Diverting future property tax revenues from development along the route. Major institutions pushing the project may need to open their checkbooks, too.

It's a heavy lift, but a big opportunity, too.

Appendix F

Public Comments



City of Cleveland

Office of the Council

Anthony Brancatelli

Councilman, Ward 12

*Committees: Aviation & Transportation • City Planning • Legislation
Public Parks, Property & Recreation •*

November 09, 2005

Craig Hebebrand
ODOT
5500 Transportation Blvd.
Garfield Heights, Ohio 44125

Dear Mr. Hebebrand:

As a member of the Opportunity Corridor Committee and now as a City Councilman, I have supported the conceptual study of the Opportunity Corridor and acknowledged the potential benefits to Ward 12--i.e., enhanced access to job opportunities and amenities in the University Circle area--and to greater Cleveland as a whole.

As stated in prior planning meetings, the following criteria have been identified as the means by which our community will evaluate the proposed road corridor and alignments:

Criteria No. 1

East 55th/I-490 intersection – Any modification to this intersection must be designed in a manner that allows for efficient truck movements to support our economic development goals of enhanced access to the Interstate system and transportation efficiencies achieved with the \$8 million Bessemer Extension (Phase I completed August 2005; Phase II Engineering underway).

Criteria No. 2

RTA East 55th Rapid Station – With design & engineering underway on the proposed \$8 million redesign and renovation of the station, neighborhood access to the station must be enhanced.

Criteria No. 3

Property acquisitions required for the proposed corridor Right-of-Way.

Criteria No. 4

Neighborhood impacts based on a cost vs. benefit analysis.

At the onset of the planning process, Conceptual Alternates 1, 2, and 3 offered our community the benefits of access to University Circle without any negative impacts. Conceptual Alternative 4 also offered enhanced access but with undefined negative impacts.

Letter to Craig Hebebrand
November 09, 2005
Page Two of Two

As I write this letter, I understand that Conceptual Alternative 4 has emerged as a frontrunner for further study and the impacts have been more clearly quantified as they relate to the Slavic Village area. Based on recent meetings and the information contained in the Draft Opportunity Corridor Alternatives Evaluation Matrix, the following is a snapshot of our current evaluation of Conceptual Alternate 4 based on the aforementioned criteria.

Criteria No. 1: The proposed below-grade parkway alternative with 5 MPH turn radii does not meet our goals of enhancing access to the Interstate system, stimulating economic development, and properly supporting recent infrastructure projects such as the Bessemer Extension.

Criteria No. 2: While it is difficult to accurately assess the impacts, this proposal raises serious concerns about pedestrian, bus, and automotive access to the proposed new RTA rapid station and threatens to nullify any improvements to design and access provided by the new station.

Criteria No. 3: With residential property takes approaching sixty (60) homes in Slavic Village alone, this area of our neighborhood would be devastated. For those who remain, their quality of life and property values would be diminished by the proximity to the new highway interchange.

Criteria No. 4: With negative impacts to Interstate freeway access, the redesigned RTA E. 55th Rapid Station, and the St. Hyacinth residential community, the costs of this project far outweigh the benefits to the Slavic Village community.

Based on the above analysis, I cannot support Conceptual Alternative 4 as presented to date. I will remain open to a new design that offers significant benefits with substantially reduced costs to the Slavic Village community.


Sincerely yours,

Anthony Brancatelli
Councilman, Ward 12

Copy: Ms. Terri Hamilton-Brown, Co-Chair, Opportunity Corridor Committee
Mr. Jamie Ireland, Co-Chair, Opportunity Corridor Committee
Marie Kittredge, Director, Slavic Village Development

District 12
5500 Transportation Boulevard
Garfield Heights, Ohio 44125-5396



Robert Taft
Governor

OHIO DEPARTMENT OF TRANSPORTATION

RECORD OF TELEPHONE CORRESPONDENCE

Person spoken to: MR. DAN SIMON

Address 9000 WOODLAND AVENUE

City CLEVELAND **State** OHIO **Zip**

Home Phone **Mobile Phone**

Organization FARMHOUSE FOOD DISTRIBUTORS **Title** OWNER

Work Phone (216) 791-6948 **Ext** **Fax Number**

EmailAddress

Date	11/28/2005	Time	1:40 AM	Receive By	CRAIG HEBEBRAND
-------------	------------	-------------	---------	-------------------	-----------------

Subject OPPORTUNITY CORRIDOR

Pid No 77333 CUY UNIVERSITY CIRCLE ACCESS

Conversation

Mr. Simon saw Tom Breckenridges article in the newspaper today and call to see if his property at 9000 Woodland Avenue would be impacts.

I advised that we are only in the study phase at this time and that a recommendation was still one year away. I further advised that we had considered an alignment that would have followed Woodland directly in front of his building, but that we were also considering an alignment to the east of the recreation center, which is to the east of his building.

I advised Mr. Simon that he could find updated information on our website at www.innerbelt.org



Frederick Ave

Nevada Ave

9000 woodland, cleveland, ohio

E 87TH ST

E 92ND PL

Kennedy Ave

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Image © 2005 Sanborn

© 2005

Google



Pointer 41°29'17.17" N 81°37'25.33" W elev 688 ft

Streaming ||||| 100%

Eye alt 2328 ft

Opportunity Corridor

From: Craig Hebebrand [Craig.Hebebrand@dot.state.oh.us]
Sent: Wednesday, January 18, 2006 12:22 PM
To: CHARLES GORDON III
Cc: John Motl; Mark Carpenter; Dan Dougherty; Mary Cierebiej; Matt Wahl
Subject: Opportunity Corridor

Dear Mena Bolden,

The Ohio Department of Transportation, in cooperation with the City of Cleveland, is conducting the Opportunity Corridor Study. Additional information on this study may be found by visiting the Cleveland Urban Core Projects website at www.innerbelt.org and clicking on the Opportunity Corridor link.

First let me confirm that I have the correct location of your house. I show 2933 East 65th Street as being located between Francis Avenue and Sideaway Avenue.

The corridors currently being considered would primarily impact homes located along the Bower Avenue and Butler Avenue. Homes, like yours, located further to the south along or near Francis Avenue would not be within any of the proposed corridors.

If you have any additional questions regarding this matter, please do not hesitate to ask.

Respectfully,

Craig K. Hebebrand, P.E.,

Ohio Department of Transportation, District 12
5500 Transportation Boulevard, Garfield Heights, Ohio 44125

Telephone: (216) 584-2113, Facsimile: (216) 584-3508

E-Mail: craig.hebebrand@dot.state.oh.us

CHARLES GORDON III <kiss5523@sbcglobal.net>

01/18/2006 10:17 AM

To craig.hebebrand@dot.state.oh.us

cc

Subject New Highway Construction

Hello,

My name is Mena Bolden I live at 2933 E 65 St Off Francais Cleveland Oh 44127. I would like some information about I - 490 highway extention to University Circle. How would this affect my property.

Yours Truly,
Mena Bolden
Home 216 271-5805
Cell 216 233-5513



City of Cleveland

Frank G. Jackson, Mayor

Office of the Mayor
Cleveland City Hall
601 Lakeside Avenue, Room 202
Cleveland, Ohio 44114
216/664-3990 • Fax 216/420-8766
www.cleveland-oh.gov

December 6, 2007

Mr. James Beasley, P.E., P.S.
Director
Ohio Department of Transportation
1980 W. Broad Street
Columbus, Ohio 43223

Dear Director Beasley:

I am writing to you with regard to the three most critical roadway projects currently in various stages of planning for locations in the City of Cleveland. These projects are 1) the Innerbelt, 2) Lakefront West, and 3) Opportunity Corridor.

Innerbelt: After several years of intensive work in the planning and design of this project to replace an outmoded and unsafe link in Ohio's interstate highway network, local stakeholders have reached an agreement on all aspects of the proposed roadway alignment for Cleveland's Innerbelt. We have documented this consensus in a November 7th letter to you and Federal Administrator J. Richard Capka, signed by 14 local officials and stakeholders. Considering recently published concerns about the structural condition of the Innerbelt Bridge over the Cuyahoga River and the continued safety issues regarding the Innerbelt curve (known locally as "Dead Man's Curve"), I urge you to take action to expedite the approval process at the State and Federal levels. As you know, completion of the Innerbelt project is essential to the safety of the nearly one hundred thousand Clevelanders and other motorists who travel on these roads each day.

Lakefront West: First, I would like to reiterate my position that the proposed conversion of the West Shoreway limited access highway into a lakefront boulevard is critical to Cleveland's economic revitalization. It is, without exaggeration, a historically transformative project that will reconnect Cleveland's neighborhoods to Lake Erie and open up prime land for lakefront development. Reconnecting Cleveland to its greatest asset, Lake Erie is a lynchpin in our initiative to make Cleveland a community of choice, competing successfully with metropolitan areas across the country for residents and businesses. We know that Governor Strickland and Lt.

Governor Fisher understand the significance of this initiative and its potential to put Ohio in the national spotlight as an innovator in reconfiguring outmoded transportation infrastructure to facilitate 21st century urban revitalization.

In our October 29th meeting with you, we were surprised and, candidly, we were dismayed to hear that ODOT has recently concluded that three proposed intersections on the West Shoreway "fail" with respect to traffic congestion. This contradicts the findings that ODOT and its consultants had shared with the community at a series of public forums on the project. Since the time of our meeting, Cleveland's traffic engineers have evaluated the traffic models prepared for the West Shoreway and have identified some questionable assumptions regarding pedestrian movements and some possible traffic management options that we believe could be restudied to produce acceptable traffic flows on the West Shoreway. We would like your assurance that ODOT will work with the City in pursuing this re-evaluation of the traffic analysis.

With respect to funding, we want to clarify the fact that the cost increases in the Lakefront West project are due to inflation in construction prices and are not due to any changes in the scope of the project requested by the City of Cleveland. In fact, the City has agreed to eliminate the costly and problematic at-grade intersection proposed for West 28th Street in the Ohio City neighborhood and has agreed to defer consideration of access improvements at the west end of the project. Given these facts, we would ask that ODOT partner with the City of Cleveland in closing the funding gap.

Opportunity Corridor: The Opportunity Corridor would link I-77 and I-490 to University Circle through Cleveland's most economically depressed neighborhoods. It would open up hundreds of acres of vacant and underutilized land for economic development and it would ensure continued job growth in Northeast Ohio's fastest growing employment center, anchored by the Cleveland Clinic, University Hospitals, Case Western Reserve University and nearby institutions. The need for this roadway link is so compelling that the project has been proposed and re-proposed in one form or another for over forty years. Today, the Opportunity Corridor proposal is more compelling than ever, as continued job growth in the University Circle/Cleveland Clinic area may be threatened by the inability of the local roadway network to handle future traffic demands.

ODOT has committed \$5.3 million toward the Opportunity Corridor project. Thus far, \$1.1 million has been expended on preliminary alignment studies. We request that the remaining \$4.2 million be expended for the work necessary to determine the project's benefits and costs, as well as the as yet undetermined traffic impacts of likely technology-centered and institutional development in the University Circle district. If the remaining committed

funds were to be redeployed for other purposes, prospects for Opportunity Corridor to be developed in the foreseeable future would be virtually eliminated. We have simply come too far for this to happen

In closing, I would like to say that I have reviewed ODOT's recently released 2008-2009 Business Plan and I am encouraged to see the emphasis that the Strickland administration is giving to economic development and urban revitalization as products of the State's investment in transportation infrastructure. Specifically, on page 5 of the plan regarding ODOT's "values," the following statement appears:

Emphasize Economic Development in our Project Selection: More than connecting points A and B on a map, our transportation infrastructure contributes to job creation. The investments we make are critical to generating long-term, high value jobs and the kind of economic development our state must support, as we work together to turnaround Ohio. In addition to safety and congestion, we must broaden our criteria for project selection to better understand the impacts to economic development and urban revitalization.

We believe that the Innerbelt, Lakefront West and Opportunity Corridor are projects that will put ODOT's values into action in Northeast Ohio. At the same time, we recognize the funding challenges faced by ODOT across the State and we are committed to partnering with ODOT in seeking creative solutions for funding these critical projects. We are grateful for ODOT's continued support and look forward to working together with you to move Ohio forward.

Sincerely,



Frank G. Jackson
Mayor

cc: The Honorable Ted Strickland, Governor, State of Ohio
Lee Fisher, Lieutenant Governor, State of Ohio
Bonnie Teeuwen, Deputy Director, ODOT District 12
Ken Silliman, Chief of Staff, City of Cleveland
Valarie J. McCall, Chief of Government Affairs, City of Cleveland
Chris Warren, Chief of Regional Development, City of Cleveland
Robert Brown, Director of City Planning, City of Cleveland

Opportunity Corridor

From: Cindy Wald [cwald@miceli-dairy.com]
Sent: Tuesday, September 22, 2009 1:57 PM
To: Matt Wahl
Cc: jdmiceli@miceli-dairy.com; Carol Kenney
Subject: Miceli Dairy Products-Opportunity Corridor

Good Afternoon Matt,

Thank you for taking the time to speak with me for a few minutes at the public meeting regarding the Opportunity Corridor.

You were aware that Miceli's had purchased the playground on East 90th St. from the city.

You also indicated that you would coordinate with us should we commence an expansion.

We are obviously interested in any information you can give us regarding the progress of the Opportunity Corridor and its proposed route.

Do you know (approximately) when the meetings will begin on our "1/3" of the route?

Thank you,

Cindy Wald
Accounting Manager
Miceli Dairy Products Co.
2721 East 90th Street
Cleveland, Ohio 44104
Telephone: 216-791-6222 ext. 112
Fax: 216-231-2504
email: cwald@miceli-dairy.com

Opportunity Corridor

From: Dale.Schiavoni@dot.state.oh.us
Sent: Monday, October 05, 2009 4:14 PM
To: thamiltonbrown@gcpartnership.com
Cc: Nichole English; Matt Wahl; Jocelynn.Clemings@dot.state.oh.us
Subject: Joe Dennis records request

Terri: Had a records request from Joe Dennis for our mailing list of both public and private groups. I gave him the HNTB property owner list but I will need the list of public/elected officials and CDC presidents that our joint intro letter was sent to...if you could e-mail that part it would be good..

Thanks

Dale

Dale Schiavoni, P.E.
Transportation Planning and Programs Administrator
District 12
Email: DSchiavo@dot.state.oh.us
(216)-584-2080

Opportunity Corridor

From: Dale.Schiavoni@dot.state.oh.us
Sent: Wednesday, January 27, 2010 8:08 AM
To: James Sickora
Cc: Nichole English; Matt Wahl
Subject: Re: Opportunity Corridor opposition

Mr. Sickora: Thank you for your comments. This e-mail will be added to the other public comments on record.

Dale Schiavoni, P.E.
Transportation Planning and Programs Administrator
District 12
Email: DSchiavo@dot.state.oh.us
(216)-584-2080

James Sickora <james_sickora@yahoo.com>

01/26/2010 05:47 PM

To dale.schiavoni@dot.state.oh.us
cc Joe Bialek <jgbialek2@roadrunner.com>
Subject Opportunity Corridor opposition

Mr. Schiavoni,

As a resident of the St. Hyacinth Neighborhood since the age of five, I am completely against this Project. There are several reasons for this, which I will list below.

First, this has been an historical dream of the city's movers and shakers since Eisenhower first proposed his Interstate Highway Program during his presidency. Back then, it was proposed that 490 should stretch from I-90 straight across eastward all the way to I-271. When Shaker and University Heights Residents found out about this, however, they were instrumental in doing away with the plan, as it would eliminate Shaker Blvd. Their actions helped save the St. Hyacinth Area from being leveled in the name of progress. Now that threat is eliminated, the St. Hyacinth Neighborhood is left defenseless.

Second, putting in a corridor from the west side directly to University Circle will not do much better for three reasons, one - it will be detrimental to RTA's Healthline by means of ridership, two, University Circle is already so confusing with one way streets going hither and yon that adding extra traffic headaches to the mix will only make it worse, not better, (I should know - I've driven through it!) and three, you cannot convince this Cleveland resident that just because the Corridor is a slower extension of I-490, that drivers are going to slow down their speeds immediately through it. They will continue to drive at 55-60 mph as if it were still a highway, making safety a major issue. That is just how Clevelanders are. A good example of this is the turning stoplight at the interchange for those going on the highway from 55th southbound. Even when the light is red for people to cross, vehicles consistently ignore it, almost hitting pedestrians!

Third, it has been suggested that since E. 55th would be a possible stopping point, that drivers might want to instead go south on 55th down to the Broadway Historic District and other Historic Districts in the vicinity to

go shopping or other things. This would bolster economic opportunity for the area. They can do this now, and they don't. So why would they start when the Corridor is completed? I believe we're only fooling ourselves with this project, and it needs to be scrapped, for good!!!

Those are my arguments against the Corridor Project. I do hope to be at this upcoming meeting, but if I cannot, let this be my statement for the record. Thank you.

Opportunity Corridor

From: Matt Wahl
Sent: Friday, February 05, 2010 1:17 PM
To: Dale Schiavoni
Subject: FW: I've shared a map with you: opportunity corridor

Dale,

Let's talk. I spoke with Susan Miller for 35 minutes this morning and essentially asked her to submit her comments and suggestions to you or Jocelyn. I can explain the conversation to you. I do not plan specifically doing anything without further direction from ODOT.

Thanks,

Matt

Matthew J. Wahl, P.E.
HNTB Ohio, Inc.
1100 Superior Avenue, Suite 1330
Cleveland, Ohio 44114
P. 216.522.1140
F. 216.522.0554
mwahl@hntb.com

-----Original Message-----

From: millerbowen@gmail.com [<mailto:millerbowen@gmail.com>]
Sent: Friday, February 05, 2010 12:01 PM
To: Matt Wahl
Subject: I've shared a map with you: opportunity corridor

I've shared a map with you called opportunity corridor:

You can view and edit this map at

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&vps=1&jsv=202c&oe=UTF8&msa=0&msid=118183458729743975382.00047ed9c88aaac199679>

Matt,

Thanks for taking time with me on the phone this morning. I tried to reach Jocelyn and Dale at District 12, but they are in an all day meeting. I left a message for Jocelyn.

I send this to you as a courtesy just so you will know what I am referring to when I say map it on google. I will follow up with ODOT, as you suggest, but I have included some links for your information here. The terms of use for google maps:

http://www.google.com/intl/en_us/help/terms_maps.html

Help on making maps.

<http://maps.google.com/support/bin/static.py?page=guide.cs&guide=21670&topic=21676&answer=144363#lines>

As you can see, this is a private map. You and I are the only ones who can see it currently. I am not asking you to collaborate. I just send this as an example. It seems that if ODOT/HNTB/CDCs and city planning could use this tool, it might be a pathway to richer public involvement.

Thanks again for sharing your time this morning.

Best regards,
Susan Miller

Note: To edit this map, you'll need to sign into Google with this email address. To use a different email address, just reply to this message and ask me to invite your other one. If you don't have a Google account, you can create one at <http://www.google.com/accounts/NewAccount?regemail=mwahl@hntb.com>.

Opportunity Corridor

From: Matt Wahl
Sent: Friday, February 19, 2010 8:33 AM
To: 'Dale.Schiavoni@dot.state.oh.us'; Millie Caraballo
Cc: thamiltonbrown@gcpartnership.com
Subject: RE: Orlando Bakery

Dale,

I spoke with Millie yesterday. She will work with Orlando to obtain their vision on what their facility could look like with OC in place and the other roadways reconfigured as noted in the email. We discussed how it is geometrically possible to shift the alignment to Rawlings, however it creates the potential for greater impacts to residential and commercial structures west of E75th and east of E79th. The sketch of their proposed facility would benefit us in evaluating the options and looking for ways to minimize impacts. Millie was also going to be talking to Miceli's to see if there is anything sketched up for their expansion plans as well since shifting to Rawlings could potentially impact some of their future expansion sites.

Thanks,

Matt

Matthew J. Wahl, P.E.

HNTB Ohio, Inc.
1100 Superior Avenue, Suite 1330
Cleveland, Ohio 44114
P. 216.522.1140
F. 216.522.0554
mwahl@hntb.com

From: Dale.Schiavoni@dot.state.oh.us [<mailto:Dale.Schiavoni@dot.state.oh.us>]
Sent: Friday, February 19, 2010 8:23 AM
To: Millie Caraballo
Cc: Matt Wahl; thamiltonbrown@gcpartnership.com
Subject: Re: Orlando Bakery

Millie: We will be discussing this proposed alignment with our Columbus geometric engineers at a meeting next week. I am concerned with the potential additional residential/commercial impacts and also would like to get Bob Brown's comments on such. Thanks for the info.

Do you have a copy of the preliminary site plan on all their expansion ideas? A copy of such would help.

Dale

Dale Schiavoni, P.E.
Transportation Planning and Programs Administrator
District 12
Email: DSchiavo@dot.state.oh.us
(216)-584-2080

"Millie Caraballo" <Millie@wire-net.org>

To <Dale.Schiavoni@dot.state.oh.us>
cc <MWahl@hntb.com>

02/17/2010 06:04 PM

Subject Orlando Bakery

Dale,

As per our conversation a couple of weeks ago I want to add the following concerns to the record on behalf of Orlando Bakery.

On January 28, 2010 I sat down with John A. Orlando and Dan V. Holan from Orlando Baking Company and my colleague Jacki Adams of CIRI/WIRE-Net. Both gentlemen shared their expansion ideas for the site, which will involve a few steps. The one thing that was clear was the current alignment along Grant Avenue in front of there plant would be an obstacle. The current alignment would take out their employee parking. The currently have land to move the parking lot to however if they do that they can no longer do the expansion that is currently in the works for the site. So, they would respectfully request that the corridor move one block south along Rawlings. Orlando would then see if they could Grand Avenue between East 75th Street to East 79th. This would allow them to expand across Grand Avenue and they would move the company to either 79th or Rawlings. They are also looking to vacate East 75th Street from the railroad bridge south to Grand Avenue to expand their shipping and receiving are. The land across from the on East 75th is owned by Orlando Baking and the City of Cleveland. They hope to gain control of all of it to expand their shipping and receiving area.

I know we are still in a lot of the basic designs for the road but we wanted get these concerns in early so we can work together in addressing them.

Thanks for your time and attention.

Millie Caraballo
Industrial Development Manager, CIRI Region 4
5620 Broadway Avenue, Suite 200
Cleveland, OH 44127
tel: 216.429.1182, ext 131
fax: 216.429.2632
web: <http://www.wire-net.org>

As CIRI Industrial Development Manager for your neighborhood, it's my job to bring your successes and sometimes your issues to Mayor Frank Jackson's attention. The City of Cleveland is dedicated to making doing business here just a little bit easier; Mayor Jackson's priority is keeping your business in the City of Cleveland. CIRI, or Cleveland Industrial Retention Initiative, is a program of the City of Cleveland, managed by WIRE-Net.

2008 marked WIRE-Net's 20th Anniversary. We strengthen manufacturing to create healthy communities and fuel economic growth. We provide expertise that is responsive to manufacturing related businesses and their employees. WIRE-Net connects leaders to each other and engages them in their communities.

WIRE-Net + CIRI: Where Manufacturing Matters

Miceli Dairy Products Company

*2721 East 90th Street Cleveland, Ohio 44104
216/791-6222 800/551-7196 Fax 216/231-2504*

March 10, 2010

Dale A. Schiavoni, Project Manager
Cleveland Opportunity Corridor
Ohio Dept. of Transportation – District 12
5500 Transportation Blvd.
Garfield Hts., OH 44125

Dear Mr. Schiavoni,

Miceli Dairy Products Company welcomes and supports the proposed Opportunity Corridor which will improve access to the southeast side of Cleveland and University Circle and would like to go on record as to our preferences as to the Corridor location.

For the past 60 years, Miceli's has been proud to operate its business in the City of Cleveland's southeast side at its current plant facilities located at East 90th Street and Buckeye Road. We wish to remain and grow in this location and over the past ten years, we have expanded once and continue to explore expansion options.

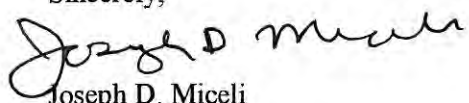
Our most recent expansion exploration encompasses the property northwest of E. 90th Street to Grand Avenue. In August 2008, Miceli's acquired a city play field across from its current operations northwest of E. 90th Street. With that acquisition, Miceli's began looking at the land northwest of the play field to explore the possibility of further expansion and clean-up of the old factory sites deemed a "brownfield" from past industrial use.

Over the past year, we have been working directly with the City of Cleveland Department of Economic Development, Cuyahoga County Department of Development and HzW Environmental Services. To date, we have completed a Phase I VAP assessment and have been approved for a \$30,000 grant from the Northcoast Brownfield Coalition for limited Phase II activities. We are currently in the process of applying, with the City of Cleveland serving as the applicant, for a Clean Ohio Assistance Fund grant for completion of Phase II activities.

Upon review of the two recommended Opportunity Corridor conceptual alternatives under consideration, we are advocating for the Modified Alternative 2 or a modified alternative 4 which would run northwest of Lisbon Road. Either of these alternatives would be acceptable to Miceli Dairy Products Company and would not interfere or impede our expansion plans. As such, we are advocating that any path of the Opportunity Corridor be located northwest of Lisbon Road.

The enclosed Plant Expansion Summary and preliminary site map outlines our plans which call for the building of a new 35,000 sq. ft. mozzarella and provolone factory which will allow for the hiring of an additional 50 employees resulting in a total of 185 jobs remaining in the City of Cleveland. I can be reached at 216.791.6222 ext. 180 if you have questions or need additional information.

Sincerely,



Joseph D. Miceli
CEO
Miceli Dairy Products

cc: Terri Hamilton Brown, Project Director; John Anthony Orlando

MICELI DAIRY PRODUCTS COMPANY PLANT EXPANSION SUMMARY

History:

Miceli Dairy Products Company is a family owned, Italian cheese manufacturer located in Cleveland, Ohio. The company was started by John Miceli, Sr. in 1949 selling Italian cheese to customers in the Cleveland area. Today, Miceli's cheeses can be found across the nation packaged under the Miceli's brand label and many different private label brands. Miceli's produces cheeses for food service distributors, schools and government institutions. Manufacturers of fresh and frozen food entrees also use Miceli's cheeses in their production processes.

Growth and Expansion:

The company has grown tremendously over the years. Miceli Dairy Products Company has made inroads into new markets and anticipates the need for more space for production, product storage, and freezing. Equipment is needed for mozzarella production, retail shredding, raw material receiving, and byproduct processing.

Current Operations

Miceli Dairy Products Company operates using several facilities. Production is carried out at the main facility located at 2721 East 90th Street. The product is warehoused at 2700 East 40th Street for distribution. Dry goods are stored at a converted grocery store at 8920 Buckeye Road. Miceli also has agreements to utilize space at other facilities in the area on a temporary basis.

Proposed Expansion

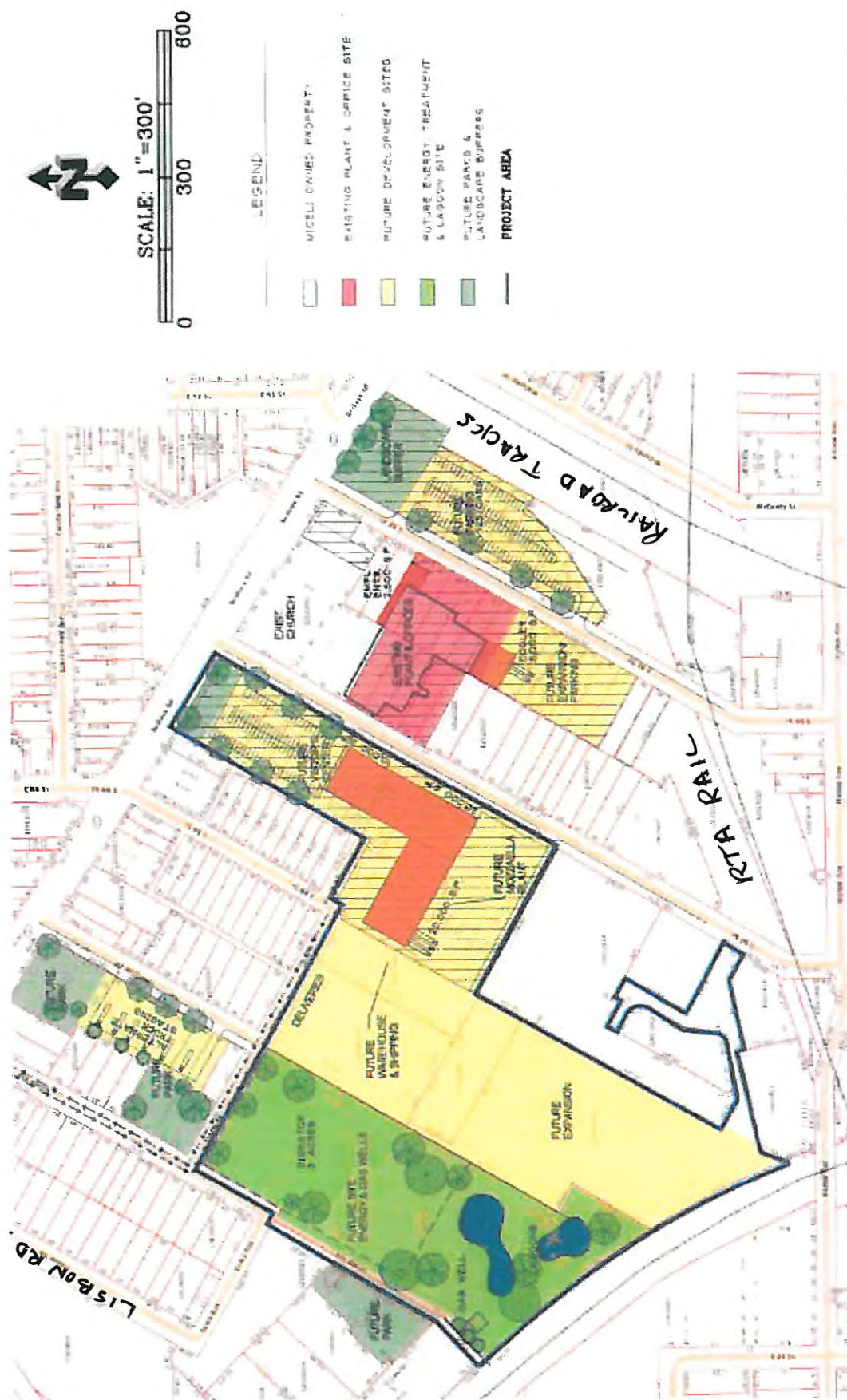
Miceli's is in the process of acquiring land adjacent to its current location with the possibility of consolidating all of its operations in one area. Consolidation in one area will maximize production capacity and streamline operations through construction of new buildings and facilities and modernization of equipment. In addition, Miceli Dairy Products Company will retain its current employee base of 135 with early stage projections of an additional 50 jobs at an average annual salary of \$35,000 resulting in a total of 185 jobs remaining in the City of Cleveland.

Preliminary discussion calls for the existing factory on E. 90th Street to remain as the ricotta and specialty cheese facility with the area behind the existing factory on E. 92nd Street to be used for plant employee parking and expanded docking areas.

Redevelopment west of E. 90th Street will occur in a three-phased approach as follows:

- Phase I – Demolition of the building on the corner of E. 90th Street and Buckeye Road which is currently used as a warehouse but was previously a supermarket for the past 50 years.
- Phase II – On the property currently owned by Miceli's fronting E. 90th Street including the warehouse described in Phase I, the current parking lot, and the former playground, Miceli's will build a customer welcome center and test kitchen, a new surface parking lot for office employees and guests and a 35,000 sq. ft. provolone and mozzarella factory including a milk receiving facility.
- Phase III – On the property west of the playground which housed primarily manufacturing industries including steel fabrication and metal plating operations, Miceli's plans to develop gas and energy treatment facilities, a bio-digester recycling operation and create additional green space.

MICELI - LOGRASSO DEVELOPMENT COMPANY III EXPANSION PROJECT



SCALE: 1"=300'

LEGEND

- MICELI OWNED PROPERTY
- EXISTING PLANT & OFFICE SITE
- FUTURE DEVELOPMENT SITES
- FUTURE ENERGY TREATMENT & LAGOON SITE
- FUTURE POND & LANDSCAPE BUFFERS
- PROJECT AREA

PPNS 126-21-001 THRU 126-21-004
126-21-008, 126-21-009, 126-21-013
126-22-022, 126-22-029 THRU 126-22-031
CLEVELAND, CUYAHOGA COUNTY, OHIO



MASTER SITE PLAN
MICELI DAIRY PRODUCTS
2711 W. 12TH STREET, CLEVELAND, OHIO 44115

John J. Lomax
John J. Lomax & Associates, Inc.
2711 W. 12TH STREET, CLEVELAND, OHIO 44115

Opportunity Corridor

From: Dale.Schiavoni@dot.state.oh.us
Sent: Wednesday, March 10, 2010 3:59 PM
To: Nichole English; Matt Wahl
Cc: thamiltonbrown@gcpartnership.com; mcarpent@dot.state.oh.us; John.Motl@dot.state.oh.us; ksarli@dot.state.oh.us
Subject: Fw: Miceli Dairy Products Company Letter
Attachments: SKMBT_C45110031016060.pdf

Just an fyi,..we can talk about tomorrow..not really new information.

Dale Schiavoni, P.E.
Transportation Planning and Programs Administrator
District 12
Email: DSchiavo@dot.state.oh.us
(216)-584-2080

----- Forwarded by Dale Schiavoni/Planning/D12/ODOT on 03/10/2010 03:55 PM -----

"Carol Kenney" <ckenney@miceli-dairy.com>

To <dale.schiavoni@dot.state.oh.us>

cc <jdmiceli@miceli-dairy.com>, <cwald@miceli-dairy.com>

03/10/2010 03:31 PM

Subject Miceli Dairy Products Company Letter

Mr. Schiavoni:

Joe Miceli asked that I forward you a copy of the attached letter regarding our position on the Opportunity Corridor. I have placed the original in the mail. Please feel free to reply or call Joe Miceli at 216.791.6222 ext. 180 if you have questions.

Thank you.

Carol DiLillo-Kenney

Executive Assistant
Miceli Dairy Products Company
2721 E. 90th Street
Cleveland, OH 44104

800/551-7196, ext. 118
216/791-6222, ext. 118
ckenney@miceli-dairy.com

Opportunity Corridor

From: Jocelynn.Clemings@dot.state.oh.us
Sent: Monday, July 12, 2010 1:13 PM
To: Valerie Webb; DJanik@gcpartnership.com
Cc: Dale.Schiavoni@dot.state.oh.us
Subject: Opportunity Corridor Correspondence

Valerie, Deb & Dale:

I just received a phone call from a Mr. Cannata who was concerned that he may have been removed from any mailing lists concerning the Opportunity Corridor project since he had not heard from anyone is quite sometime.

I informed him that we are in a "lull" as there has been a recent change in project staff, but that I would make sure we have his correct address and information on our mailing list(s). His information is below:

CGW Holding
c/o Sam Cannata
9320 Woodland Avenue
Cleveland, OH 44104

Thanks!

Safe and pleasant travels,

Jocelynn Clemings, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2006

"Moving Ohio into a Prosperous New World"

Opportunity Corridor

From: Jocelynn.Clemings@dot.state.oh.us
Sent: Wednesday, August 11, 2010 10:28 AM
To: Valerie Webb; Dale.Schiavoni@dot.state.oh.us
Subject: Fw: Public Involvement Comment Form

FYI... please see the below comments regarding the Opportunity Corridor project!

Safe and pleasant travels,

Jocelynn Clemings, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2006

"Moving Ohio into a Prosperous New World"

----- Forwarded by Jocelynn Clemings/Administration/D12/ODOT on 08/11/2010 10:24 AM -----

Do.Not.Reply@dot.state.oh.us

To Jocelynn.Clemings@dot.state.oh.us

cc

08/10/2010 11:00 AM

Subject Public Involvement Comment Form

Alternatives: 1) Quicker access to a booming area of Cleveland 2) Development possibilities along the route 3) Blighted area redevelopment

Opinion: Nothing seems to be happening

Comments: 1) Quicker access to a booming area of Cleveland 2) Development possibilities along the route 3) Blighted area redevelopment

Name:: Edd Henderson

Opportunity Corridor

From: Jocelynn.Clemings@dot.state.oh.us
Sent: Monday, September 20, 2010 9:57 AM
To: Valerie Webb; Dale.Schiavoni@dot.state.oh.us; Matt Wahl
Subject: Fw: Opportunity Corridor Public Involvement Comment Form

Hi all:

I received this comment from the Web regarding Opportunity Corridor. Obviously, the customer did not leave a lot of information or fill out the form in its entirety, but I thought I would pass it along.

Thanks!

Safe and pleasant travels,

Jocelynn Clemings, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2006

"Moving Ohio into a Prosperous New World"

----- Forwarded by Jocelynn Clemings/Administration/D12/ODOT on 09/20/2010 09:54 AM -----

Do.Not.Reply@dot.state.oh.us

To Jocelynn.Clemings@dot.state.oh.us

cc

09/17/2010 05:40 PM

Subject Public Involvement Comment Form

Opinion: Why not make a connection to Shaker Blvd at the same time? It would improve traffic flow greatly.

Opportunity Corridor

From: Dale.Schiavoni@dot.state.oh.us
Sent: Thursday, October 21, 2010 3:19 PM
To: Jocelynn.Clemings@dot.state.oh.us
Cc: Matt Wahl; Valerie Webb; Mark.Carpenter@dot.state.oh.us
Subject: Re: More OC Comments

Talked with Mr. Simon. He is concerned on trucks backing into his parking lot..if we select the non-continuous woodland it would be more difficult..the continuous woodland alternative has basically no impact to him. He does have a rear drive onto Kennedy where Ken Johnson wants to buy his back lot and he is concerned more on losing that connection. However, I told him that would not involve ODOT. For now he is ok. I did indicate more people seem to favor the continuous woodland alternative.

Matt: I assume you will keep the documentation and add it to the rest of the comments received.

Dale Schiavoni, P.E.
Transportation Planning and Programs Administrator
District 12
Email: DSchiavo@dot.state.oh.us
(216)-584-2080

Jocelynn Clemings/Administration/D12/ODOT

10/18/2010 03:59 PM

To vwebb@hntb.com
cc Dale Schiavoni/Planning/D12/ODOT@ODOT, MWAHL@hntb.com
Subject More OC Comments

FYI... please see the attached comments.

Matt and/or Dale: Mr. Simon from Farm House Foods has some concerns about whether or not his trucks will be able to turn around on Woodland Ave. in order to enter his operation from the west. I assume this is something we can work out during construction, but take a look and let me know your thoughts! He can be reached at 216.791.6948.

Safe and pleasant travels,

Jocelynn Clemings, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2006

"Moving Ohio into a Prosperous New World"

[attachment "10.18.10 Farm House Foods.pdf" deleted by Dale Schiavoni/Planning/D12/ODOT] [attachment "10.18.10 Sickora.pdf" deleted by Dale Schiavoni/Planning/D12/ODOT]

Opportunity Corridor

From: Valerie Webb
Sent: Friday, September 02, 2011 9:45 AM
To: Opportunity Corridor
Subject: FW: Opportunity Corridor Real Estate Question

From: Matt Wahl
Sent: Tuesday, August 16, 2011 2:56 PM
To: Valerie Webb; Sarah Brown
Subject: FW: Opportunity Corridor Real Estate Question

Some other correspondence for our files.

From: Lee, Amanda [<mailto:Amanda.Lee@dot.state.oh.us>]
Sent: Thursday, August 11, 2011 8:49 AM
To: Matt Wahl
Cc: Schiavoni, Dale; Dougherty, Dan
Subject: RE: Opportunity Corridor Real Estate Question

Hi Matt!

Mrs. Roslyn Harrison-Bridges and her family desire to be relocated. They moved back here from Illinois about a year and a half ago and they have been making some improvements to the house. She doesn't want to continue making large improvements if there is a chance her house will be taken as part of the project. How soon will it be made clear if her house is necessary?

Thanks,

Amanda Lee, Public Information Officer
 Ohio Department of Transportation
 District 12: Serving Cuyahoga, Lake & Geauga Counties
 Ph: 216.584.2005

From: Matt Wahl [<mailto:MWAHL@hntb.com>]
Sent: Tuesday, August 09, 2011 12:11 PM
To: Dougherty, Dan
Cc: Lee, Amanda; Schiavoni, Dale
Subject: RE: Opportunity Corridor Real Estate Question

Dan,

Based on the current alignment that was presented at the public meetings, this property would not be directly since the roadway would be located a little further north (between this property and Grand Avenue). However, based on a recent coordination meeting with GCP/ODOT/City of Cleveland and Orlando Baking Company, HNTB was asked to review the possibility of shifting the roadway a little further south to facilitate expansion plans for the bakery. We are in the process of performing this review. HNTB is also in the process of performing ongoing travel demand modeling so that the number of lanes along the boulevard can be finalized. The alignment shift and the traffic modeling each create the potential to place the roadway in closer proximity to the property in question, but all said, the property still might not be directly impacted.

So to answer the question, I would say not at this time, however there is still a chance, due to ongoing refinements to the design.

When you speak to the property owner (or tenant), try to see if they are concerned about being relocated or if they desire to be relocated.

Hope this helps,

Matt

From: Dan.Dougherty@dot.state.oh.us [<mailto:Dan.Dougherty@dot.state.oh.us>]

Sent: Tuesday, August 09, 2011 9:59 AM

To: Matt Wahl

Cc: Amanda.Lee@dot.state.oh.us

Subject: Fw: Opportunity Corridor Real Estate Question

Matt:

Could you let me know if this property is affected by the project.

Thanks

----- Forwarded by Dan Dougherty/PlanningEngineering/D12/ODOT on 08/09/2011 09:57 AM -----

"Lee, Amanda" <Amanda.Lee@dot.state.oh.us>

To "Dougherty, Dan" <Dan.Dougherty@dot.state.oh.us>

cc

08/09/2011 09:47 AM

Subject Opportunity Corridor Real Estate Question

Hi Dan... Ms. Roslyn Harrison-Bridges called late yesterday and would like to know if her property at 2787 East 73rd Street will be impacted by the Opportunity Corridor project. If you could please give her a call back that would be great! Her home number is 216.431.0307 and if you can't reach her there try her cell at 216.225.9385.

Thanks,

Amanda Lee, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2005

Opportunity Corridor

From: Valerie Webb
Sent: Friday, September 02, 2011 9:45 AM
To: Opportunity Corridor
Subject: FW: Question about Opportunity Corridor
Attachments: 2011-08-16_WestC_2907 E 59th St.pdf

From: Matt Wahl
Sent: Tuesday, August 16, 2011 2:51 PM
To: Dale.Schiavoni@dot.state.oh.us; Jaclyn.Schafer@dot.state.oh.us
Cc: Valerie Webb; Sarah Brown
Subject: FW: Question about Opportunity Corridor

Dale,

Attached is an exhibit showing the parcel in question highlighted in green on the east side of E59th Street. You are correct that the current alternative does not indicate this parcel being directly impacted. There may be temporary impacts due to construction activities, but no permanent right of way required. At this location, the houses on the west side of the street are acquired for construction of the quadrant roadway and a retaining wall to retain E59th Street at its current elevation. The quadrant roadway would be constructed at a lower elevation on the west side of the wall and a greenspace constructed between the wall and E 59th Street. I would imagine that this greenspace would feature some form of landscaping, likely trees. There may be either a sidewalk or multipurpose path constructed at this location as well. This is still being coordinated as we look to ensure that we are providing good pedestrian and bicycle access to the relocated RTA station at E55th Street.

Please let us know the outcome of your coordination so that we can retain the data in our records.

Thanks,

Matt

From: Valerie Webb
Sent: Tuesday, August 16, 2011 2:40 PM
To: Matt Wahl
Subject: RE: Question about Opportunity Corridor

Zoomed in map of 59th street area with Mr. Madansky's parcel highlighted is attached.

From: Matt Wahl
Sent: Tuesday, August 16, 2011 1:53 PM
To: Valerie Webb
Subject: FW: Question about Opportunity Corridor

Can you locate this one for me?

From: Dale.Schiavoni@dot.state.oh.us [<mailto:Dale.Schiavoni@dot.state.oh.us>]
Sent: Tuesday, August 16, 2011 1:09 PM
To: Matt Wahl
Subject: Fw: Question about Opportunity Corridor

I do not think he is impacted..your comments?

Dale Schiavoni, P.E.
 Planning and Engineering Administrator
 District 12
 Email: Dale.Schiavoni@dot.state.oh.us
 (216)-584-2080

----- Forwarded by Dale Schiavoni/PlanningEngineering/D12/ODOT on 08/16/2011 01:08 PM -----

Jocelynn Clemings/Administration/D12/ODOT

To Jaclyn Schafer/Administration/D12/ODOT@ODOT, Dale Schiavoni/PlanningEngineering/D12/ODOT@ODOT

08/12/2011 03:12 PM

cc

Subject Question about Opportunity Corridor

Hello:

I received a call on Friday from Bill Madansky (216.271.7540) who has some questions about Opportunity Corridor. Specifically, he wondered what the plan is for E 59th Street. His property is at 2907 E 59th Street.

I told him that someone would call on Monday and he was fine with that!

Jocelynn Clemings
 Public Information Officer



Ohio Department of Transportation | District 12
 2519 Detroit Avenue | Suite 300 | Cleveland | Ohio | 44113
 Office: (216) 584-4030 | Mobile: (216) 287-7703
 E-Mail: jocelynn.clemings@dot.state.oh.us

Opportunity Corridor

From: Sarah Brown
Sent: Thursday, September 01, 2011 12:07 PM
To: Opportunity Corridor
Subject: FW: Opportunity Corridor - Central Section
Attachments: 2011-07-21_Central Section Alt B Impacts.pdf

Please include correspondence in OC Administrative Record. Thanks.

From: Terri Hamilton Brown [<mailto:terri1992@sbcglobal.net>]
Sent: Monday, August 01, 2011 3:54 PM
To: jeromesmith5238@sbcglobal.net; Dale Schiavoni; Matt Wahl; Shawn DaVis; CUrban@gcpartnership.com
Cc: jjones@bbcdevelopment.org
Subject: Opportunity Corridor - Central Section

Dr. Smith - It was a pleasure to meet you last week in the Burten Bell Carr office. I appreciate Mr. Jones taking the time to arrange and join us for the meeting. Attached is a pdf of the Central section of the Recommended Preferred Alternate for the Opportunity Corridor. After you have reviewed the map, I would like to schedule a follow up meeting at the property on East 79th Street and Grand Avenue. I will invite representatives from our project planning team: Dale Schiavoni of ODOT, Matt Wahl of HNTB and Shawn DaVis and Chris Urban of the Greater Cleveland Partnership. Please let me know who you plan to invite. We are available this Friday, August 5 at 10 am. Is that time convenient for you? Please advise. Thank you, Terri Hamilton Brown (216-832-7786)

RECORD OF TELEPHONE CALL

HNTB

Job #	<u>39853</u>	Date	<u>08/30/2011</u>
Call From	<u>Valerie Webb</u>	Of	<u>HNTB</u>
Call To	<u>William Harkins</u>	Of	<u>AMCLO</u>
By	<u>VNW</u>		

Subject Discussed

- Mr. Harkins was called as a follow up to comment received after July 2011 public meetings. On the comment form, Mr. Harkins indicated that he saw a better route for Opportunity Corridor that would avoid impacts to two businesses that are currently in the path of the road. The purpose of the call was two-fold; 1) to determine the route that he envisions and 2) to get an estimate on the number of employees at AMCLO for use in updating the Traffic Demand Model for the base year (2008). On the call, Mr. Harkins indicated that he had recently spoken with Dale Schiavoni at ODOT D12 and was going to set up a meeting with him. His main concern is that his business will not be treated fairly when right-of-way acquisitions begin. He wants to meet with ODOT to protect future interests of his company. At that meeting, if he thinks he will be treated fairly, he will inform Dale of the route he envisions. Mr. Harkins did, however, indicate his support for the project and what it is trying to do. He declined to share the number of employees at AMCLO as he did not want this to be a factor in how the company was treated in the future.

Action to be Taken

- Follow up with Dale to make sure a meeting is being set up with Mr. Harkins to discuss his concerns.

Company: Orlando Baking
 Contact: John Anthony Orlando
 Employment: 375 employees
 Expansion need: Immediate

Company would like to complete all phases of a \$10 million expansion by mid-late 2012

Expansion Summary

Phase I: Pre-engineered 14, 513 sq ft Fresh staging area completed to enable
 Phase II

Phase II: 45, 154 sq ft freezer, airlock & distribution annex
 Maintenance & CA Rooms 3, 197 sq ft
 2nd floor Engine room – 3,197 sq ft
 New electric room – 752 sq ft
 8 new docks (4 fresh food – 4 frozen)

Phase III: Holding Freezer #2 – 35, 106 Sq ft
 Possible new production line & FDA room
 6 additional new docks

Company Concern

Multiple iterations of the route will have a negative impact on their employee and guest parking

Company: Final Cut
 Contact: Todd Shaker, Owner/President
 Employment: 30 Employees
 Expansion need: Likely with increasing sales

Company is a fresh vegetable supplier to several major restaurant chains. The business is growing and attracting new customers. As sales increase the Company will likely need to expand their space capacity and employment to possibly 50 employees. Specific space needs have not yet been determined.

Company Concern

Appearance of the area and negative perception created amongst customers and the uncertainty caused by the corridor construction

From: [Valerie Webb](#)
To: [Opportunity Corridor](#)
Subject: FW: Opportunity Corridor
Date: Tuesday, October 18, 2011 10:46:59 AM
Attachments: [Opportunity corridor Expansion overview.doc](#)

From: Matt Wahl
Sent: Monday, September 26, 2011 7:44 AM
To: Valerie Webb; Sarah Brown
Subject: FW: Opportunity Corridor

FYI

From: Brown, Robert [<mailto:rbrown@city.cleveland.oh.us>]
Sent: Saturday, September 24, 2011 12:24 PM
To: Scott, Kim; Terri Hamilton Brown (terri1992@sbcglobal.net); Matt Wahl; Paul Volpe
Cc: Kareemah@wire-net.org
Subject: FW: Opportunity Corridor

Kim, Terri, Matt and Paul:

I am sharing the email below and the attachment with you, from CIRI staff person Kareemah Williams.

*Robert N. Brown, Director
Cleveland City Planning Commission
601 Lakeside Avenue, Cleveland, OH 44114
rbrown@city.cleveland.oh.us*

From: Kareemah Williams [Kareemah@wire-net.org]
Sent: Thursday, September 22, 2011 1:44 PM
To: Brown, Robert; Nichols, Tracey (Director); Thornton, Anthony
Cc: Scott, Kim
Subject: RE: Opportunity Corridor

Bob –

Attached is a summary of the planned expansion of Orlando Baking and the likely expansion of The Final Cut. These two companies have expressed either an immediate or future need to expand their businesses and the impact of the Corridor. Another company in close proximity to The Final Cut is Amclo Group. Amclo is stable but has not expressed an eminent need to expand. Also, I have not included the expansion at Miceli's since I believe that is included in the planning.

CIRI is able to work with you and/or your staff to reach out to the companies and if there is other information that you need please let me know.

Thank you,

Kareemah Williams

Program Director, CIRI
4855 West 130th Street, Suite 1
Cleveland, OH 44135
<tel:216.588.1440>, ext 117
fax:216.588.1439
<http://www.wire-net.org/ciri.htm>

The City of Cleveland is dedicated to making doing business here just a little bit easier; Mayor Jackson's priority is keeping your business in the City of Cleveland. CIRI, or Cleveland Industrial Retention Initiative, is a program of the City of Cleveland, managed by WIRE-Net.

WIRE-Net + CIRI: Where Manufacturing Matters

From: Brown, Robert [<mailto:rbrown@city.cleveland.oh.us>]
Sent: Monday, September 19, 2011 3:57 PM
To: Nichols, Tracey (Director); Thornton, Anthony; Kareemah Williams
Cc: Scott, Kim
Subject: RE: Opportunity Corridor

Thanks!

Robert N. Brown, Director
Cleveland City Planning Commission
rbrown@city.cleveland.oh.us
Tel: 216-664-3467 Fax: 216-664-3281
Web Site: <http://planning.city.cleveland.oh.us>

From: Nichols, Tracey (Director)
Sent: Monday, September 19, 2011 3:56 PM
To: Brown, Robert; Thornton, Anthony; 'kwilliams@wire-net.org'
Cc: Scott, Kim
Subject: Re: Opportunity Corridor

Kareemah- as we discussed, please work with bob brown on this task.

From: Brown, Robert
To: Thornton, Anthony
Cc: Nichols, Tracey (Director); Scott, Kim
Sent: Mon Sep 19 15:54:23 2011
Subject: FW: Opportunity Corridor

Anthony, I know that Tracey is out of town, so I'm checking with you. As you know, our office has been working on an EPA-funded brownfield assessment planning grant in the Opportunity Corridor area. As part of that project, we need to know of any expansion plans or other needs of local businesses in this area. Our staff and our consultant staff can reach out to those businesses for this information, but we want to make sure that we coordinate with ED. So, we have two questions:

- 1) Can we partner with CIRI staff in reaching out to these businesses? (We

would not be asking them about relocation unless their property is in the path of the roadway).

- 2) Has CIRI or ED staff already compiled any such information about these businesses? If so, we don't want to ask the businesses for the same info.

Tracey and I did talk, but I wanted to confirm the above. Thanks.

Robert N. Brown, Director
 Cleveland City Planning Commission
rbrown@city.cleveland.oh.us
 Tel: 216-664-3467 Fax: 216-664-3281
 Web Site: <http://planning.city.cleveland.oh.us>

From: Alex Pesta [<mailto:alex@cityarch.com>]
Sent: Monday, September 19, 2011 9:32 AM
To: Scott, Kim
Cc: Lindsey C. Raab; Dan Brown; Paul Volpe
Subject: Opportunity Corridor

Kim,

As we prepare for the upcoming Community Meeting and the work to follow, we have prepared material for your review, comment and direction.

Please see the attached draft agenda for this Wednesday's Community Meeting. We have provided the agenda per meetings and discussions from last week and feel it will yield a successful meeting. Our strategy is to update the community on the planning work, introduce them to the planning of the Urban Agriculture Innovation Zone, share the redevelopment concepts that have been completed and break into smaller discussion groups. The smaller groups will have several questions to guide the sessions (provided in the agenda). After the group sessions, the entire audience will reconvene and share ideas, ask questions, etc. Please review the agenda, and let us know if you have any questions or need additional information.

Additionally, as we met last week, it is apparent that several important questions / directives must be addressed before the planning of the redevelopment sites can advance to the next level of detail and specificity. City Architecture and Partners Environmental met, reviewed the workplan for the project and have pulled together the following questions that will provide important information needed in order to move forward:

Utilities – Is the City aware of any atypical utility conditions (easements, significant sewer mains, etc.) that would impact the redevelopment strategies or inhibit large parcel development / consolidation throughout the site?

Urban Agriculture Innovation Zone – To what extent should the Brownfield Area-Wide Plan include the Urban Agriculture planning? In our meeting with the Urban Ag. team last week, it is apparent their work is just underway and it will be some time before they have a plan that can be fully integrated into the Area-Wide Plan. If the planning process should

integrate others' work, what deliverables are expected, who is producing what, what is the timeframe for others' work so it can be included in the Area-Wide plan?

Existing Businesses – Has the Economic Development Department contacted existing businesses to further learn about their operations, expansion plans, or other needs that may be addressed in the Area-Wide Plan? When can that information be expected and what is entailed in the E.D. report/data collection?

Roadway Impact – What is the anticipated schedule for the Opportunity Corridor Roadway Project's final alignment in the central section? This information is critical for the planning team to move forward with redevelopment options since it is in the central section of the Study Area.

Redevelopment Strategy – What is the City's strategy to identify available / developable land for consolidation in the Area-Wide Plan? What is the City's approach to combining / assembling larger parcels of land? Are there properties that should be avoided? Is there a strategy / policy to replace housing that may be relocated?

Brownfield Information – Has the City's Law Department / others reviewed the project team's Brownfield Definition for the purpose of the Area-Wide Plan?

Allegro Market Study – Is there an update on the market analysis? What is their anticipated timeframe? This work is important to further guide the planning objectives / redevelopment strategies and it would be most helpful to know where their project stands.

Please let us know if you have any questions or need anything else.
We will see you at the Community Meeting on Wednesday.

Thank you,
Alex Pesta, AIA, LEED AP
Architect

City Architecture
3636 Euclid Avenue, Suite 300
Cleveland, Ohio 44115
p.216.881.2444 / f.216.881.6713
www.cityarch.com



Orlando Baking Company

www.orlandobaking.com

7777 Grand Avenue • Cleveland, Ohio 44104

(216) 361-1872 • 800-362-5504 • Fax (216) 391-3469

October 11, 2011

Mr. Robert N. Brown
Director
City Planning Commission
Cleveland City Hall
601 Lakeside Avenue, Room 501
Cleveland, Ohio 44114

Mr. Brown,

First, I would like to thank you, everyone from the City of Cleveland, Ohio Department of Transportation and the Opportunity Corridor Committee for their assistance in proposing a new route for the corridor south of our property. This letter is to restate our plans for future freezer and dock expansion in conjunction with the Opportunity Corridor project.

Orlando Baking Company;

Orlando Baking Company is a family owned company and has been established in Cleveland, Ohio since 1904. The company employs 350 people and is managed by the 4th and 5th generation family members and is a producer of specialty breads and rolls. The company began as fresh bread baker and grew its distribution throughout Ohio, Western Michigan, and Eastern Pennsylvania. In the past 15 years the frozen bread distribution has grown tremendously.

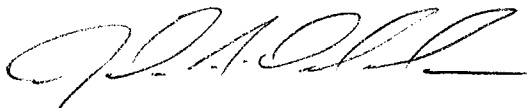
Currently the frozen distribution has expanded throughout the United States and is now over 60% of the company's sales and growing. The growth of the frozen division of the company has created the need for an expansion to our current freezer storage facility. The current storage freezer can hold 250 pallets and Orlando Baking Company is looking to make an investment to increase the size to 3,000 pallets. In addition to the freezer expansion we would relocate our fresh distribution south across Grand Ave and expand our packaging department into our current distribution area.

This expansion would create at least another 15 to 20 jobs in the city of Cleveland and would aid in our forecasted increase of sales for the future years. The projected investment cost for Orlando Baking Company is expected to be between \$6, 000,000 to

\$10,000,000. With the finalization of the Opportunity corridor's route, Orlando Baking Company's intent would be to start this expansion immediately with ground breaking in 2012.

Orlando Baking Company is being a recognized as premium bakery for Restaurant and Foodservice products throughout the country and we are always proud to say we are from Cleveland. We have always been an advocate for the City of Cleveland and have supportive of to the Cleveland Police and Fire departments, numerous charities including the Hunger Network and Cleveland Food bank and city events thru the years, we look forward to the Opportunity Corridor and opportunities it will bring us and the city.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. A. Orlando', written in a cursive style.

John Anthony Orlando
VP of Operations
Orlando Baking Company

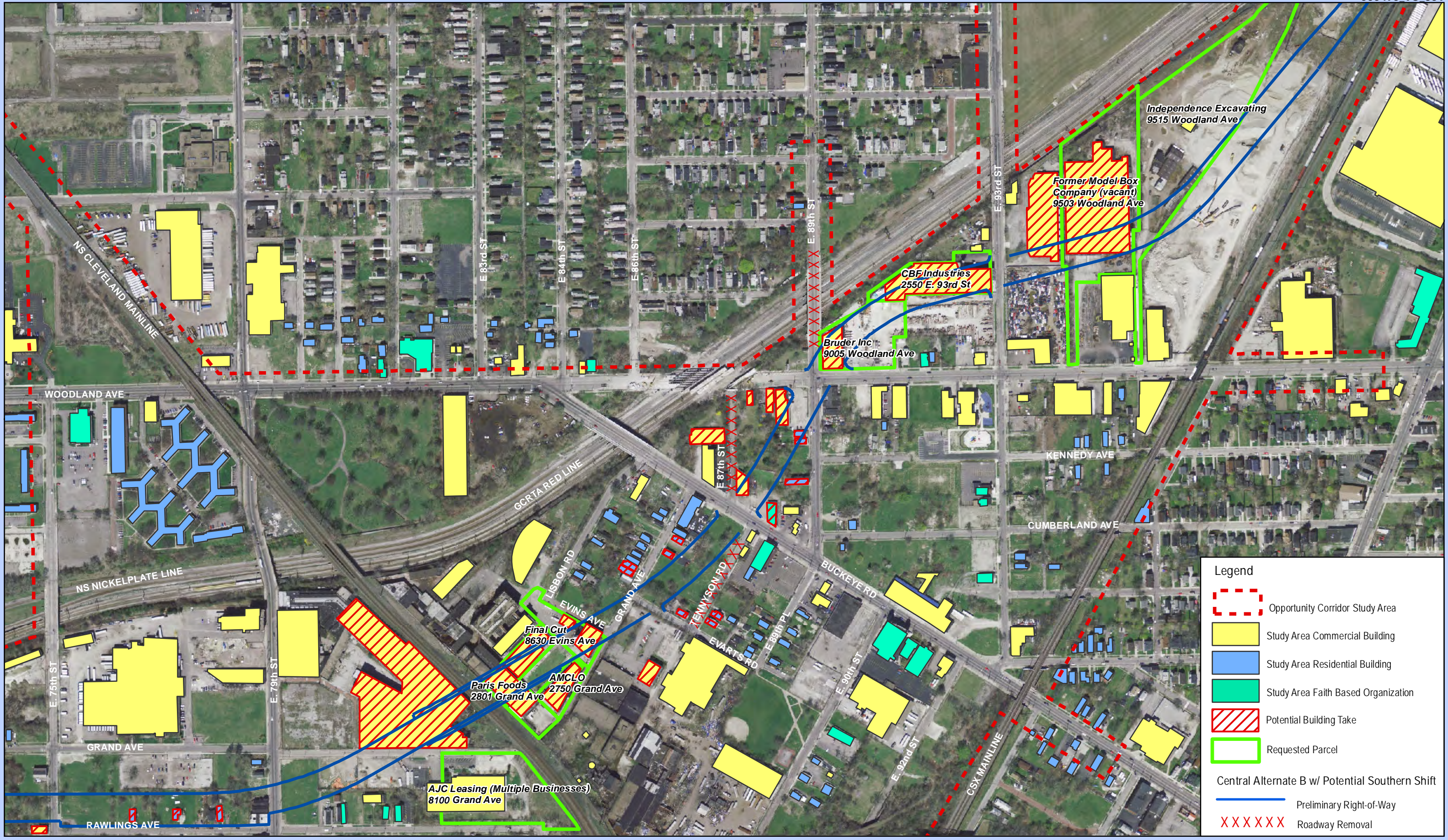
CC:

Mr. Chris Warren

Ms. Tracey Nichols

Mr. Dale Schiavoni

Ms. Terri Hamilton-Brown



Legend

- Opportunity Corridor Study Area
- Study Area Commercial Building
- Study Area Residential Building
- Study Area Faith Based Organization
- Potential Building Take
- Requested Parcel

Central Alternate B w/ Potential Southern Shift

- Preliminary Right-of-Way
- Roadway Removal

Opportunity Corridor

From: Valerie Webb
Sent: Thursday, December 22, 2011 10:36 AM
To: Opportunity Corridor
Subject: FW: Opportunity Corrdior impacted properties
Attachments: 2011-10-24_Central Section_GCParcelRequest.pdf

From: Matt Wahl
Sent: Monday, October 24, 2011 11:49 AM
To: 'Urban, Chris'
Cc: Adamus, Vince; Janik, Debra; Valerie Webb
Subject: RE: Opportunity Corrdior impacted properties

Chris,

Valerie mapped these addresses from the GIS and using Google Maps. You may want to cross check these to make sure they align with field conditions. Anyway here are the parcel boundaries outlined in green. From the figure you can see if the roadway encroaches upon the property and if it impacts any structures located within the property.

Let us know if you need anything else.

Matt

Matthew J. Wahl, P.E.

HNTB Ohio, Inc.
1100 Superior Avenue, Suite 1330
Cleveland, Ohio 44114
Direct: 216.377.5842
Office: 216.522.1140
Cell: 216.375.8556
Fax: 216.522.0554
mwahl@hntb.com

From: Urban, Chris [<mailto:CUrban@gcpartnership.com>]
Sent: Monday, October 24, 2011 9:18 AM
To: Matt Wahl
Cc: Adamus, Vince; Janik, Debra
Subject: Opportunity Corrdior impacted properties

Matt,

Hope all is well with you.

I'm not sure if this is something you can assist us with, but we are attempting to determine the potential impacts the Opportunity Corridor's latest route would have on several addresses. Would you be able to let us know if each of the following locations would be directly or indirectly impacted by the route?

2750 Grand Avenue

9005 Woodland Avenue
2550 E. 93rd Street
2801 Grand Avenue
8630 Evins Avenue
9503 Woodland Avenue
9515 Woodland Avenue
8100 Grand Avenue

Thanks for your help!

Chris

Chris Urban
Manager of Physical Development
Greater Cleveland Partnership
1240 Huron Road East, Suite 300
Cleveland, OH 44115
(216) 592-2444 (office)
(216) 592-2248 (fax)
www.gcpartnership.com



please consider the environment, don't print this e-mail unless you really need to

Opportunity Corridor

From: Valerie Webb
Sent: Wednesday, November 09, 2011 12:22 PM
To: Opportunity Corridor
Subject: FW: Final Cut letter
Attachments: 77333 Final Cut letter 10-31-2011.pdf

From: Matt Wahl
Sent: Wednesday, November 09, 2011 12:20 PM
To: Sarah Brown; Valerie Webb; Jodi Heflin; Adin McCann
Subject: FW: Final Cut letter

From: Schiavoni, Dale [<mailto:Dale.Schiavoni@dot.state.oh.us>]
Sent: Wednesday, November 09, 2011 12:10 PM
To: Matt Wahl
Cc: Hoffman, Larry; Hill, Tim; Short, David; Motl, John; Dougherty, Dan
Subject: Final Cut letter

Matt: Here is the final cut letter. At this time I do not plan on sending AMCLO the same unless he calls to request a similar letter. He was mostly concerned with paying more than \$1/month rent as his current agreement is with Cleveland.

John/Dave: I put in project "I" drive in environmental folder.

Dale A. Schiavoni, P.E.
Planning & Engineering Administrator
Ohio Department of Transportation
District 12
216-584-2080



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12 • 5500 TRANSPORTATION BLVD • GARFIELD HEIGHTS, OH 44125 • (216) 581-2100
 JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR • MYRON S. PAKUSH, DISTRICT DEPUTY DIRECTOR

October 31, 2011

Mr. Todd Shaker, President/Owner
Final Cut Foods
8630 Evins Avenue
Cleveland, OH 44104

Re: Cleveland Opportunity Corridor

Dear Mr. Shaker:

Thank you for taking the time to meet with us and City of Cleveland Officials to discuss the proposed Cleveland Opportunity Corridor project and the potential impacts to your property and business. ODOT and the City of Cleveland have recently identified a preferred alignment for the new roadway and are working to identify funding to begin the engineering design, right-of-way acquisition and construction phases. At this time, funding for these phases has not been identified. ODOT and the City of Cleveland are committed to keeping you informed as this project progresses and to assure you that the Final Cut Foods business operations will not be effected.

The following is a summary on the federally mandated right-of-way acquisition process which will be followed as this project moves forward after funding approval.

As a land owner and business owner, you will be entitled to the following regarding the acquisition of your property and the relocation of your business:

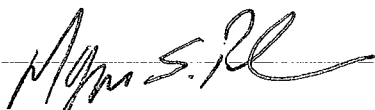
1. The Department will estimate the fair market value of your property & building(s) based on an appraisal prepared by a qualified professional.
2. As a matter of policy, and in compliance with both Federal and State laws, the Department will make a written offer to you for the **full fair market value** of your property to be acquired.
3. In addition, some of the major benefits you will be eligible for under the Relocation Assistance Program include the following:
 - a. Advisory services which would include assistance in finding a suitable replacement location.
 - b. Payment for actual, reasonable, and necessary moving and related expenses.
 - c. Payment for expenses in reestablishing your business at a replacement location, not to exceed \$10,000.

4. The Department will make every reasonable effort to acquire your property and relocate you in a timely manner in order to minimize disruptions to your business. We understand that for the type of food product you supply your clients you cannot have any down time in your production process. This means following close of operations on a Friday you would need to be back in full production on Monday the next week.

Regarding the project schedule, we anticipate having the environmental document approved by the Federal Highway Administration (FHWA) by October of 2012. Following such approval and if funding is available, the property acquisition phase could begin on identified "hardship" parcels. For those parcels not identified as "hardship" cases, final plans would need to be completed which at a minimum would take 18 months. Once funding is made available for this project, ODOT and the City of Cleveland will work with you to assure business operations for Final Cut Foods will not be effected.

If you have any further questions regarding this matter or if you require any additional information, please do hesitate to contact this office.

Respectfully,



Myron S. Pakush
Ohio Department of Transportation
District Twelve Deputy Director

MSP:DAS:DJD

C: D. Schiavoni, D. Dougherty, Robert Brown, City of Cleveland

Opportunity Corridor

From: Dougherty, Dan [Dan.Dougherty@dot.state.oh.us]
Sent: Friday, February 03, 2012 10:35 AM
To: Motl, John; Matt Wahl
Cc: Schiavoni, Dale
Subject: RE: Opportunity Corridor

All:

I just spoke with Mr. Fleming and advised him to either contact City or Miceli's. I indicated that anything going on out there is definitely not ODOT.

Thanks for your help.

Dan

-----Original Message-----

From: Motl, John
Sent: Friday, February 03, 2012 10:17 AM
To: Dougherty, Dan; Matt Wahl
Cc: Schiavoni, Dale
Subject: RE: Opportunity Corridor

Dan, by my reading of the map, it's close to our proposed R/W. I have to defer to Matt for the final answer.

-----Original Message-----

From: Dougherty, Dan
Sent: Friday, February 03, 2012 10:06 AM
To: Motl, John; Matt Wahl
Cc: Schiavoni, Dale
Subject: RE: Opportunity Corridor

Guys:

Thanks I will contact him. Is this property impacted by the project?

Dan

-----Original Message-----

From: Motl, John
Sent: Friday, February 03, 2012 9:51 AM
To: Matt Wahl; Dougherty, Dan
Cc: Schiavoni, Dale
Subject: RE: Opportunity Corridor

Dan and Matt, checking the City's Planning Maps, this parcel is just north of Miceli's parcels which go all the way to Evins. I presume Miceli's is removing the trees for the purpose Matt mentioned in his email. I suggest Dan respond to Mr. Fleming and advise him to contact the Miceli's.

John M. Motl, P.E.

Modes Management Engineer
District 12 Planning Office
TEL : 216-584-2085
FAX : 216-584-2279

-----Original Message-----

From: Matt Wahl [<mailto:MWAHL@HNTB.com>]
Sent: Friday, February 03, 2012 7:59 AM
To: Dougherty, Dan; Motl, John
Cc: Schiavoni, Dale
Subject: RE: Opportunity Corridor

2686 Grand Avenue is in the area by Miceli's future expansion. It is on the west side opposite Evarts. Not sure if it could somehow be related to their expansion since this parcel is remote from the building construction area. I know that they were looking at some milk truck re-routing and layover/parking areas. This could be affiliated with this work. Miceli's was also obtaining a number of land back parcels from the city that they were going to clean up and maintain.

I am not aware of other improvement projects in the area.

I would refer the individual to the City of Cleveland who would need to issue the construction permits.

Matt

-----Original Message-----

From: Dougherty, Dan [<mailto:Dan.Dougherty@dot.state.oh.us>]
Sent: Friday, February 03, 2012 7:42 AM
To: Motl, John; Matt Wahl
Subject: Opportunity Corridor

John\Matt:

Got the attached message from a property owner on Grand Ave. Seems to think project work has started. Any idea what might be going on?

Thanks

Dan

-----Original Message-----

From: ODOT Voicemail System [<mailto:voicemail@dot.state.oh.us>]
Sent: Thursday, February 02, 2012 6:10 PM
To: Dougherty, Dan
Subject: New message from 916142260752

Dear Daniel Dougherty:

Just wanted to let you know you were just left a 0:57 long message (number 1) in mailbox 5842130 from 916142260752, on Thursday, February 02, 2012 at 06:10:26 PM, so you might want to check it when you get a chance. Thanks!

--The Voicemail Server

Opportunity Corridor

From: Matt Wahl
Sent: Thursday, March 22, 2012 10:54 AM
To: Opportunity Corridor
Subject: FW: I-490 Expansion

From: Schiavoni, Dale [<mailto:Dale.Schiavoni@dot.state.oh.us>]
Sent: Thursday, March 22, 2012 10:49 AM
To: M Ali Ghassemi
Cc: Matt Wahl; Short, David
Subject: RE: I-490 Expansion

Mr. Ghassemi:

Checking the map you are north of the tracks along Woodland near Buckeye Road and therefore would not be impacted. The proposed Boulevard will be south of the tracks in this area.

Any other questions please contact us.

Dale A. Schiavoni, P.E.
Planning & Engineering Administrator
Ohio Department of Transportation
District 12
216-584-2080

From: M Ali Ghassemi [<mailto:m.ali.gh@gmail.com>]
Sent: Monday, March 19, 2012 11:52 AM
To: Schiavoni, Dale
Subject: I-490 Expansion

Hello,

I own the property at address 8226 Woodland Ave. Cleveland Ohio 44104. I was wondering if the expansion plan would consume my property or not.

Thank you very much.

--

M. Ali Ghassemi,
C: 216-334-9553
F: 216-938-9023
Intuitive Resources, LLC
326 Royal Oak Blvd.
Richmond Heights, OH 44143

Opportunity Corridor

From: Matt Wahl
Sent: Wednesday, April 04, 2012 9:31 AM
To: Opportunity Corridor
Subject: FW: OC

Data transmitted to UCI via FTP site on 4/4/2012.

From: Matt Wahl
Sent: Wednesday, April 04, 2012 9:17 AM
To: Debbie Berry
Subject: FW: OC

I will post the PowerPoint to our FTP site. Look for an email shortly.

From: Schiavoni, Dale [<mailto:Dale.Schiavoni@dot.state.oh.us>]
Sent: Wednesday, April 04, 2012 9:14 AM
To: Matt Wahl
Subject: RE: OC

No problem

Dale A. Schiavoni, P.E.
Planning & Engineering Administrator
Ohio Department of Transportation
District 12
216-584-2080

From: Matt Wahl [<mailto:MWAHL@HNTB.com>]
Sent: Wednesday, April 04, 2012 8:31 AM
To: Schiavoni, Dale
Subject: FW: OC

Dale,

Any problem with me providing Debbie a copy of the BUGC presentation?

Matt

From: Debbie Berry [<mailto:DBerry@universitycircle.org>]
Sent: Wednesday, April 04, 2012 8:29 AM
To: Matt Wahl
Subject: OC

Hi Matt – nice to see you last night. Thanks for coming. Probably a waste of your time, but it was a good idea that someone was there representing the MLK/105 project. Wanted to follow up and see if you would be able to email me the OC Presentation that you made to the BUGC group at GCP's offices a couple of weeks back. My Board Property Committee has asked for an update on the OC and that was a pretty short presentation that I think I could give reasonably well. If it's possible to get the Ppt slides, that would be great – I might cut it down a little more since we have a bunch of stuff on our meeting agenda.

Thanks much.

Debbie Berry, PE
VP of Planning & Real Estate Development
University Circle Inc.
10831 Magnolia Drive
Cleveland, Ohio, 44106
216.707.5006
dberry@universitycircle.org



Find Yourself in the Circle!

Opportunity Corridor

From: Matt Wahl
Sent: Thursday, April 05, 2012 8:26 AM
To: Sarah Brown; Opportunity Corridor; Adin McCann; Jodi Heflin
Subject: FW: I 490 extension

FYI:

From: Schiavoni, Dale [<mailto:Dale.Schiavoni@dot.state.oh.us>]
Sent: Thursday, April 05, 2012 8:24 AM
To: DOT TRAC; Marc Leaventon
Cc: Matt Wahl; Lee, Amanda
Subject: RE: I 490 extension

Thanks Jim.

Mr. Leaventon:

The following is the link to our Opportunity Corridor website with all the current information on alignment and other reports/presentations. Currently we are anticipating to hold a public hearing for comments on the recommended preferred alignment and ultimately get environmental clearance from Federal Highway Division by the end of the year. We then would proceed to negotiate and contract a consultant to begin detail design plans for the first phase of construction. However, additional monies for Right of Way acquisition and construction has not yet been secured.

I you have any other questions, please contact me.

<http://www.dot.state.oh.us/projects/ClevelandUrbanCoreProjects/OpportunityCorridor/Pages/default.aspx>

Dale A. Schiavoni, P.E.
Planning & Engineering Administrator
Ohio Department of Transportation
District 12
216-584-2080

From: DOT TRAC
Sent: Wednesday, April 04, 2012 3:40 PM
To: Marc Leaventon
Cc: Schiavoni, Dale
Subject: RE: I 490 extension

Greetings Mr. Leaventon,

I believe the project you are referencing is the known as CUY-Opportunity Corridor, PID 77333.

This project has requested TRAC Funding. TRAC's DRAFT Major New Program List (dated January 2012) allocated funding for the development of this project; however, construction funds have not been allocated at this time. The most recent information that I have estimates construction in 2019.

Unfortunately I'm not the best person to contract for preliminary plans of the proposed project. For up-to-date plans and project information, It would be best to contact our District 12 office in Cleveland. I have copied Dale Schiavoni the District 12 Planning and Engineering Administrator on this email.

If you need additional information please feel free to contact me

Jim Gates
Major New Program Manager - TRAC Coordinator
ODOT - Systems Planning & Program Management
1980 West Broad Street
Columbus, OH 43223
614-752-7468
614-752-4857 (Fax)
james.gates@dot.state.oh.us

From: Marc Leaventon [<mailto:mleaventon@hkm.dcgcentral.com>]
Sent: Tuesday, April 03, 2012 2:47 PM
To: DOT TRAC
Subject: I 490 extension

Can you give me some idea of when and if I 490 in Cleveland will be extended? Are there any preliminary plans done or even rough sketches? I do understand the delays do to our wonderful budget problems. Please respond to me.

Marc Leaventon

Marc Leaventon
Senior Account Executive
HKM Direct Market Communications
A DirectConnectGroup Company
216.651.9500 - office
216.961.6330 - fax
800.860.4456 - toll free
mleaventon@hkm.dcgcentral.com

Opportunity Corridor

From: Matt Wahl
Sent: Wednesday, April 11, 2012 9:57 AM
To: Opportunity Corridor
Subject: FW: Orlando - Opportunity Corridor Meeting
Attachments: E75th UG Power.PDF; E75th Water and Sludge.PDF; E79th Power.PDF; E79th Sewer.PDF; E79th Telephone.PDF; E79th UG Power.PDF; E79th-Grand Gas.PDF; Grand Sewer.PDF; Grand-E75th Water.PDF; Grand-E79th Water.PDF; Regional Cable TV.PDF; Regional Gas.pdf; Regional Water.PDF; E75th Power.pdf; E75th Sewer.PDF

From: Matt Wahl
Sent: Friday, October 14, 2011 4:22 PM
To: 'Orlando, John A.'; 'Brown, Robert'; 'Paul Volpe'; 'Terri Hamilton Brown'; 'Scott, Kim'; 'Nichols, Tracey (Director)'; 'Dale Schiavoni'; 'Debra Janik'
Cc: 'Orlando, Chet "Sonny"'; 'Orlando, John C.'
Subject: RE: Orlando - Opportunity Corridor Meeting

As a follow-up to our meeting yesterday, attached are scans of utility data that I was able to compile. This data is all in the vicinity of E75th/E79th/Grand Avenue. Note that this is likely not 100% complete. An Ohio Utilities Protection Service (OUPS) notification should be performed for the specific area. There should be 15 attachments.

If you have any questions, let me know.

Thanks,

Matt

From: Matt Wahl
Sent: Tuesday, August 16, 2011 11:52 AM
To: 'Orlando, John A.'; Brown, Robert; Paul Volpe; Terri Hamilton Brown; Scott, Kim; Nichols, Tracey (Director); Dale Schiavoni; Debra Janik
Cc: Orlando, Chet "Sonny"; Orlando, John C.
Subject: RE: Orlando - Opportunity Corridor Meeting

John,

I performed a review of the utility records that we have received to date for the project. Here is what I was able to find:

E75th Street (Between Grand Avenue and GCRTA Red line Trench)

- Overhead Electric –overhead power lines are present paralleling the roadway along both the east and west tree lawns
- Underground Electric – two 6-duct underground electric banks are present – one along the east side and the other under the roadway west of centerline
- Telecommunications – overhead attached to the pole line in the west tree lawn
- Water – there are 6” and 16” watermains within this block that connect together just south of the bridge over RTA

- Gas – there is a 12" intermediate pressure steel gas main as well as an 8" low pressure main
- Sewerage (combined storm and sanitary) – this is a little sketchy, but appears to be a 27" sewer that drains to the south then flows westerly along Grand Avenue – This sewer may be bulkheaded under RTA and only serve the properties along Grand south of the tracks

Regarding costs to relocate these utilities – the roadway project does not propose to widen E75th Street, therefore impacts would likely be minimal. Any private utility located within the public right of way that is required to relocate would do so at their own cost. Regarding costs to relocate the utilities for a conveyor tunnel or for your freezer expansion – more analysis would need to be performed to determine which utilities would be impacted by the tunnel, but with proper planning most could likely be avoided. For your building expansion I would imagine that you would need to relocate all of the utilities to an area not under or over your proposed buildings and you would have to provide them with an easement. Again more planning would need to be performed to determine costs, but clearly this would be the highest cost option.

Grand Avenue (Between E75th and E79th Streets)

- Overhead Electric –overhead power lines are present paralleling the roadway along northerly tree lawn. These lines appear much less substantial than those along E. 75th Street noted above
- Underground Electric – I did not find any plans showing underground electric within this area.
- Telecommunications – overhead attached to the pole line in the north tree lawn
- Water – there are 8" and 16" watermains within this block
- Gas – there are 4" and 8" gas mains within this block
- Sewerage (combined storm and sanitary) – again a little sketchy but it appears that the block is split with some of it flowing to the west and some to the east. A sewer (No. 3 size) flows to the west and continues along Grand. Two other sewers (No. 2 and 5 sizes) flow to the east and connect to sewers flowing northerly along E79th Street. I also recall seeing a concept from the regional sewer district to construct a relief sewer along Grand Avenue from E79th Street which would flow to the west.

Regarding costs to relocate these utilities – again, the roadway would look to avoid as many utilities as possible and the private utilities located within the public right of way would relocate at their own cost. For sure we would be constructing a new storm sewer system. Regarding costs to relocate the utilities for your building expansion I would imagine that you would need to relocate all of the utilities to an area not under or over your proposed buildings and you would have to provide them with an easement. Again more planning would need to be performed to determine costs.

I hope you find this data helpful. I am in process of coordinating the alignment shift with ODOT.

Thanks,

Matt

From: Orlando, John A. [<mailto:JAOrlando@OrlandoBaking.com>]

Sent: Friday, July 22, 2011 2:04 PM

To: Brown, Robert; Matt Wahl; Paul Volpe; Terri Hamilton Brown; Scott, Kim; Nichols, Tracey (Director); Dale Schiavoni; Debra Janik

Cc: Orlando, Chet "Sonny"; Orlando, John C.

Subject: RE: Orlando - Opportunity Corridor Meeting

Hello Everyone,

Just wanted to thank everyone for taking the time yesterday to review our future plans and how we can work together so we can achieve our goals with the development of Opportunity Corridor.

Below are the questions we left open from the meeting;

1. Can Opportunity Corridor be moved south below our property line on the south side of Grand? We struggle with the fact that there is such an issue with this, because of 5 to 7 homes that maybe affected today. Nobody knows for sure but the time construction begins there is a possibility that there may only be 3 to 4 homes affected.

We still feel this is the most viable option for us and work best for all parties.

2. If the road can not be moved south what are budgetary costs to install a tunnel under East 75th connecting our current facility to a new freezer warehouse?

3. What would the value be for the commercial/industrial parcels we own on the Southside of Grand?

4. What are the estimated costs to relocate the utilities under Grand and East 75th street?

Hopefully we can have most of these answers by the end of next week, so we can move forward our plans.

Thank you again and enjoy the weekend!

John

John A. Orlando

Orlando Baking Co.

7777 Grand Ave

Cleveland, Ohio 44104

Phone: 216.361.1872 ext. 1105

Fax: 216.426.3681

Mobile: 216.402.4741

Email: jaorlando@orlandobaking.com

Web: www.orlandobaking.com

From: Brown, Robert [<mailto:rbrown@city.cleveland.oh.us>]

Sent: Monday, July 18, 2011 4:36 PM

To: Orlando, John A.; Matt Wahl; Paul Volpe; Terri Hamilton Brown; Scott, Kim; Nichols, Tracey (Director); Dale Schiavoni; Debra Janik

Subject: RE: Orlando - Opportunity Corridor Meeting

Importance: High

Since Orlando has offered to host us, I would like to confirm our meeting at Orlando on Thursday, July 21st at 2:30 pm to discuss updated Opportunity Corridor plans with respect to expansion options for Orlando.

Robert N. Brown, Director

Cleveland City Planning Commission
rbrown@city.cleveland.oh.us
Tel: 216-664-3467 Fax: 216-664-3281
Web Site: <http://planning.city.cleveland.oh.us>

From: Orlando, John A. [<mailto:JAOrlando@OrlandoBaking.com>]
Sent: Friday, July 15, 2011 5:24 PM
To: Brown, Robert; Matt Wahl; Paul Volpe; Terri Hamilton Brown; Scott, Kim; Nichols, Tracey (Director); Dale Schiavoni; Debra Janik
Subject: RE: Orlando - Opportunity Corridor Meeting

This time works for me-- We can meet here or whatever is most convenient to everyone.

Thank you for setting this meeting up.

Enjoy the weekend

John A. Orlando

Orlando Baking Co.
7777 Grand Ave
Cleveland, Ohio 44104

Phone: 216.361.1872 ext. 1105
Fax: 216.426.3681
Mobile: 216.402.4741

Email: jaorlando@orlandobaking.com
Web: www.orlandobaking.com

From: Brown, Robert [<mailto:rbrown@city.cleveland.oh.us>]
Sent: Friday, July 15, 2011 5:18 PM
To: 'Matt Wahl'; 'Paul Volpe'; 'Terri Hamilton Brown'; Scott, Kim; Nichols, Tracey (Director); 'Dale Schiavoni'; Orlando, John A.; 'Debra Janik'
Subject: Orlando - Opportunity Corridor Meeting
Importance: High

I have heard back from most of you now, and the time that seems to work best is Thursday, July 21st at 2:30 p.m. That time is now confirmed unless I hear back otherwise.

John Anthony, if you want us to meet at Orlando, that is fine. If you prefer meeting at City Planning in City Hall, that is fine too. Please let me know. Thanks.

Robert N. Brown, Director
Cleveland City Planning Commission

rbrown@city.cleveland.oh.us

Tel: 216-664-3467 Fax: 216-664-3281

Web Site: <http://planning.city.cleveland.oh.us>

From: Brown, Robert

Sent: Tuesday, July 12, 2011 5:43 PM

To: 'Matt Wahl'; Paul Volpe; 'Terri Hamilton Brown'; Scott, Kim; Nichols, Tracey (Director); Dale Schiavoni; 'jaorlando@orlandobaking.com'; 'Debra Janik'

Subject: RE: Opportunity Corridor - Revised Central Section Alternate B Alignment

Importance: High

I would like to set up a meeting to review the latest Opportunity Corridor alignment options with respect to Orlando's expansion plan options. I know that it will be hard to find a time that works for everyone, but here's a first attempt. Please let me know what works for you.

- Tuesday, July 19th anytime between 8 a.m. and 3:30 p.m.
- Thursday, July 21st anytime between 1 and 5 p.m.
- Friday, July 22nd, anytime between 1 and 5 p.m.

Robert N. Brown, Director

Cleveland City Planning Commission

rbrown@city.cleveland.oh.us

Tel: 216-664-3467 Fax: 216-664-3281

Web Site: <http://planning.city.cleveland.oh.us>

Opportunity Corridor

From: Matt Wahl
Sent: Thursday, October 11, 2012 9:03 AM
To: Opportunity Corridor
Subject: FW: The Opportunity Corridor

From: Hebebrand, Craig [<mailto:Craig.Hebebrand@dot.state.oh.us>]
Sent: Thursday, October 11, 2012 8:54 AM
To: Todd Shaker
Cc: Pakush, Myron; Lee, Amanda; Motl, John; Short, David; Matt Wahl
Subject: The Opportunity Corridor

Dear Mr. Shaker:

I have confirmed that the mailing list for The Opportunity Corridor includes your name and contact information.

ODOT is currently in the process of preparing the Draft Environmental Impact Statement.

We are also in the process of updating the project website and publishing the next edition of the project newsletter. The newsletter and website updates are expect to be available within the next month and will include an updated schedule.

If you have any questions or if you need any additional information, please do not hesitate to ask.

Respectfully,

Craig K. Hebebrand, P.E.
Project Manager

Ohio Department of Transportation | District 12
5500 Transportation Blvd | Garfield Hts | Ohio | 44125
Office: (216) 584-2113 | Mobile: (216) 312-0236
E-Mail: craig.hebebrand@dot.state.oh.us

From: Pakush, Myron
Sent: Wednesday, October 10, 2012 4:00 PM
To: Todd Shaker
Cc: Hebebrand, Craig
Subject: RE: Meeting

Todd:

We needed to push the next public hearing to the Spring of 2013 because of some additional traffic analysis that needed to be completed. We are getting ready to send out a flyer with the latest project information. I copied Craig Hebebrand from our office who is now coordinating the project and will make sure you are on all mailing lists. Here is the latest information on schedule:

What will happen between now and the next public meeting? The project website will continue to be updated: www.buckeyetraffic.org/opportunitycorridor A Draft EIS (DEIS) will be published in early 2013. Agencies and the public have at least 45 days to review the DEIS and other project information and provide their

comments to ODOT. A public hearing will be scheduled in the spring of 2013 to allow people to talk with the planners, engineers and officials who have been directly involved with the project. People can provide their comments publicly at the hearing or in a written statement.

Let me know if you need any additional information. Thanks.

Myron

Myron S. Pakush
District Deputy Director
Ohio Department of Transportation
District 12
216-584-2000

From: Todd Shaker [<mailto:todd@finalcutfoods.com>]
Sent: Wednesday, October 10, 2012 12:52 PM
To: Pakush, Myron
Subject: Meeting

Good Afternoon Myron, I hope this email finds you doing well. I had heard that there will be a public meeting in November in regards to the Opportunity Corridor. If so, would you please confirm this and let me know the date so that I will be sure to attend. I thank you in advance for your response.

Todd J. Shaker
President at Final Cut
todd@finalcutfoods.com
www.finalcutfoods.com
216-231-8282
Cell# 216-401-0098

Opportunity Corridor

From: Matt Wahl
Sent: Friday, January 04, 2013 3:20 PM
To: Opportunity Corridor
Subject: FW: Opportunity Corridor

From: Miller, Craig [<mailto:cmiller@ulmer.com>]
Sent: Tuesday, November 06, 2012 3:23 PM
To: Hebebrand, Craig
Cc: Lee, Amanda; Motl, John; Matt Wahl
Subject: RE: Opportunity Corridor

Thank you for responding promptly.



Craig S. Miller

direct 216.583.7048 **Ulmer & Berne LLP**
directfax 216.583.7049 1660 West 2nd Street
cmiller@ulmer.com Suite 1100
www.ulmer.com Cleveland, Ohio 44113-1448

visit the Real Estate Advisor Law blog www.realestateadvisorlawblog.com

Cleveland Columbus Cincinnati Chicago

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From: Hebebrand, Craig [<mailto:Craig.Hebebrand@dot.state.oh.us>]
Sent: Tuesday, November 06, 2012 3:12 PM
To: Miller, Craig
Cc: Lee, Amanda; Motl, John; Matt Wahl (MWAHL@hntb.com)
Subject: Opportunity Corridor

Dear Mr. Miller:

Please find attached, a plan sheet showing the work proposed at the referenced property. The property includes the two hatched buildings on E55th Street – under and just north of the quadrant roadway intersection.

Based on the preferred alternative, JBI Scrap Processors Inc. would be relocated if the project is constructed. This is necessary to accommodate the construction of the boulevard, the quadrant roadway and the elevation changes for the grade separation at E55th Street. In addition storm and sanitary sewers will likely be relocated within this area.

If you have any further questions regarding this matter or if you require any additional information, please do not hesitate to ask.

Respectfully,

Craig K. Hebebrand, P.E.
Project Manager

Ohio Department of Transportation | District 12
5500 Transportation Blvd | Garfield Hts | Ohio | 44125
Office: (216) 584-2113 | Mobile: (216) 312-0236
E-Mail: craig.hebebrand@dot.state.oh.us

Opportunity Corridor

From: Matt Wahl
Sent: Tuesday, November 06, 2012 2:47 PM
To: 'Hebebrand, Craig'; Motl, John
Cc: Opportunity Corridor; Sarah Brown
Subject: RE: opportunity corridor
Attachments: oc100812 18.pdf

Craig,

Attached is a plan sheet showing the proposed work in front of the referenced property. The property in question is located immediately below the "Woodland Ave" label on the sheet.

To answer the specific questions:

- Yes - Woodland Avenue will be reconstructed in front of the property.
- Woodland Avenue remains an undivided roadway in the proposed 5 lane configuration.
- Parking/stopping restrictions along curb lane would be a City of Cleveland decision once the project is constructed.

If you need anything else, let me know.

Thanks,

Matt

Matthew J. Wahl, P.E.

HNTB Ohio, Inc.
1100 Superior Avenue, Suite 1330
Cleveland, Ohio 44114
Direct: 216.377.5842
Office: 216.522.1140
Cell: 216.375.8556
Fax: 216.522.0554
mwahl@hntb.com

From: Hebebrand, Craig [<mailto:Craig.Hebebrand@dot.state.oh.us>]
Sent: Tuesday, November 06, 2012 12:40 PM
To: Matt Wahl; Motl, John
Subject: Fw: opportunity corridor
Importance: High

Matt,
Can you assist in responding?

From: Lee, Amanda
Sent: Tuesday, November 06, 2012 12:23 PM
To: Hebebrand, Craig
Subject: FW: opportunity corridor

Craig,

Can you or one of the consultants help me answer Mr. Simon's question regarding his company's property on Woodland Avenue.

Thanks!

Amanda Lee, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2005

From: Dan Simon [<mailto:dan@farmhousefoods.com>]
Sent: Tuesday, November 06, 2012 12:14 PM
To: Lee, Amanda
Cc: meryl@farmhousefoods.com
Subject: opportunity corridor

Hi Amanda, I own Farm House Food Distributors at 9000 Woodland Ave., Cleveland. I just received The Link in the mail showing Opportunity Corridor's projected path. I have a couple of concerns which I have presented at previous meetings. We use Woodland ave. for customer parking and for semi tractor-trailers backing in to get unloaded. Often the trucks can't back in due to traffic or other conditions, so we drive our forklift out to the street to unload. Is Woodland going to be under construction in front of our buildings? Is Woodland going to be a boulevard in front of our buildings? (that would make it impossible for trucks to back in to get unloaded). My phone # is 216-791-6948. Cell # 216-408-1215.

Thank you, Dan Simon

President, Farm House Foods.

Dan Simon - Farm House Foods
9000 Woodland Avenue
Cleveland, OH 44104
PH - 216-791-6948
FX - 216-791-3474

Opportunity Corridor

From: Matt Wahl
Sent: Tuesday, November 06, 2012 2:55 PM
To: 'Hebebrand, Craig'
Cc: Motl, John; Opportunity Corridor; Sarah Brown
Subject: RE: Opportunity Corridor ("The Link", Fall 2012, vol. 2)
Attachments: oc100812 2.pdf

Craig,

Attached is a plan sheet showing the work proposed at the referenced property. On the plan sheet, the property includes the two hatched buildings on E55th Street – under and just north of the quadrant roadway intersection.

Based on the preferred alternative, JBI Scrap Processors Inc. would be relocated if the project is constructed. This is necessary to accommodate the construction of the boulevard, the quadrant roadway and the elevation changes for the grade separation at E55th Street. In addition storm and sanitary sewers will likely be relocated within this area.

If you need anything else, let me know.

Thanks,

Matt

Matthew J. Wahl, P.E.

HNTB Ohio, Inc.
1100 Superior Avenue, Suite 1330
Cleveland, Ohio 44114
Direct: 216.377.5842
Office: 216.522.1140
Cell: 216.375.8556
Fax: 216.522.0554
mwahl@hntb.com

From: Hebebrand, Craig [<mailto:Craig.Hebebrand@dot.state.oh.us>]
Sent: Tuesday, November 06, 2012 1:16 PM
To: Matt Wahl
Cc: Motl, John
Subject: FW: Opportunity Corridor ("The Link", Fall 2012, vol. 2)

Matt,

More from Mr. Simon.

Craig K. Hebebrand, P.E.
Project Manager



Ohio Department of Transportation | District 12
5500 Transportation Blvd | Garfield Hts | Ohio | 44125
Office: (216) 584-2113 | Mobile: (216) 312-0236
E-Mail: craig.hebebrand@dot.state.oh.us

From: Lee, Amanda
Sent: Tuesday, November 06, 2012 1:10 PM
To: Hebebrand, Craig
Subject: FW: Opportunity Corridor ("The Link", Fall 2012, vol. 2)

Craig... I tried to address this one on my own, but the gentleman called two seconds after he read my email asking more questions. He represents the JBI Scrap Processors Inc. business on East 55th Street. He would like to know how the business will be impacted. From the west alignment image it looks like they are up for possible relocation, but he wanted to know for sure how they would be impacted. His email and phone number are below if you would like to call him directly or you can send me the information and I'll contact him.

Thanks!

Amanda Lee, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2005

From: Lee, Amanda
Sent: Tuesday, November 06, 2012 12:20 PM
To: 'Miller, Craig'
Subject: RE: Opportunity Corridor ("The Link", Fall 2012, vol. 2)

Mr. Miller,

Thank you for contacting the Ohio Department of Transportation (ODOT) with your Opportunity Corridor questions. Have you had a chance to visit our project website, www.BuckeyeTraffic.org/OpportunityCorridor? On the right hand side there are zoomed in alignments the west, central and east sections of the project. Check out the West Section Recommended Alternative and if that is not what you are looking for I will contact additional project staff to assist you.

Thank you again for contacting us.

Safe and pleasant travels,

Amanda Lee, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2005

From: Miller, Craig [<mailto:cmiller@ulmer.com>]
Sent: Tuesday, November 06, 2012 12:00 PM
To: Lee, Amanda
Subject: Opportunity Corridor ("The Link", Fall 2012, vol. 2)

Ms. Lee:

I am requesting a detailed version of the "proposed boulevard general alignment" showing the affected businesses only in the location within the circle labeled "BEGIN PROJECT" on the map on page 3 of "The Link". My contact information is provided below. Thank you.

--Craig S. Miller



Craig S. Miller

direct 216.583.7048 **Ulmer & Berne LLP**
directfax 216.583.7049 1660 West 2nd Street
cmiller@ulmer.com Suite 1100
www.ulmer.com Cleveland, Ohio 44113-1448

visit the Real Estate Advisor Law blog www.realestateadvisorlawblog.com

Cleveland Columbus Cincinnati Chicago

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Opportunity Corridor

From: Matt Wahl
Sent: Tuesday, November 06, 2012 3:23 PM
To: Opportunity Corridor
Subject: FW: Opportunity Corridor
Attachments: oc100812 2 Miller.pdf

From: Hebebrand, Craig [<mailto:Craig.Hebebrand@dot.state.oh.us>]
Sent: Tuesday, November 06, 2012 3:12 PM
To: cmiller@ulmer.com
Cc: Lee, Amanda; Motl, John; Matt Wahl
Subject: Opportunity Corridor

Dear Mr. Miller:

Please find attached, a plan sheet showing the work proposed at the referenced property. The property includes the two hatched buildings on E55th Street – under and just north of the quadrant roadway intersection.

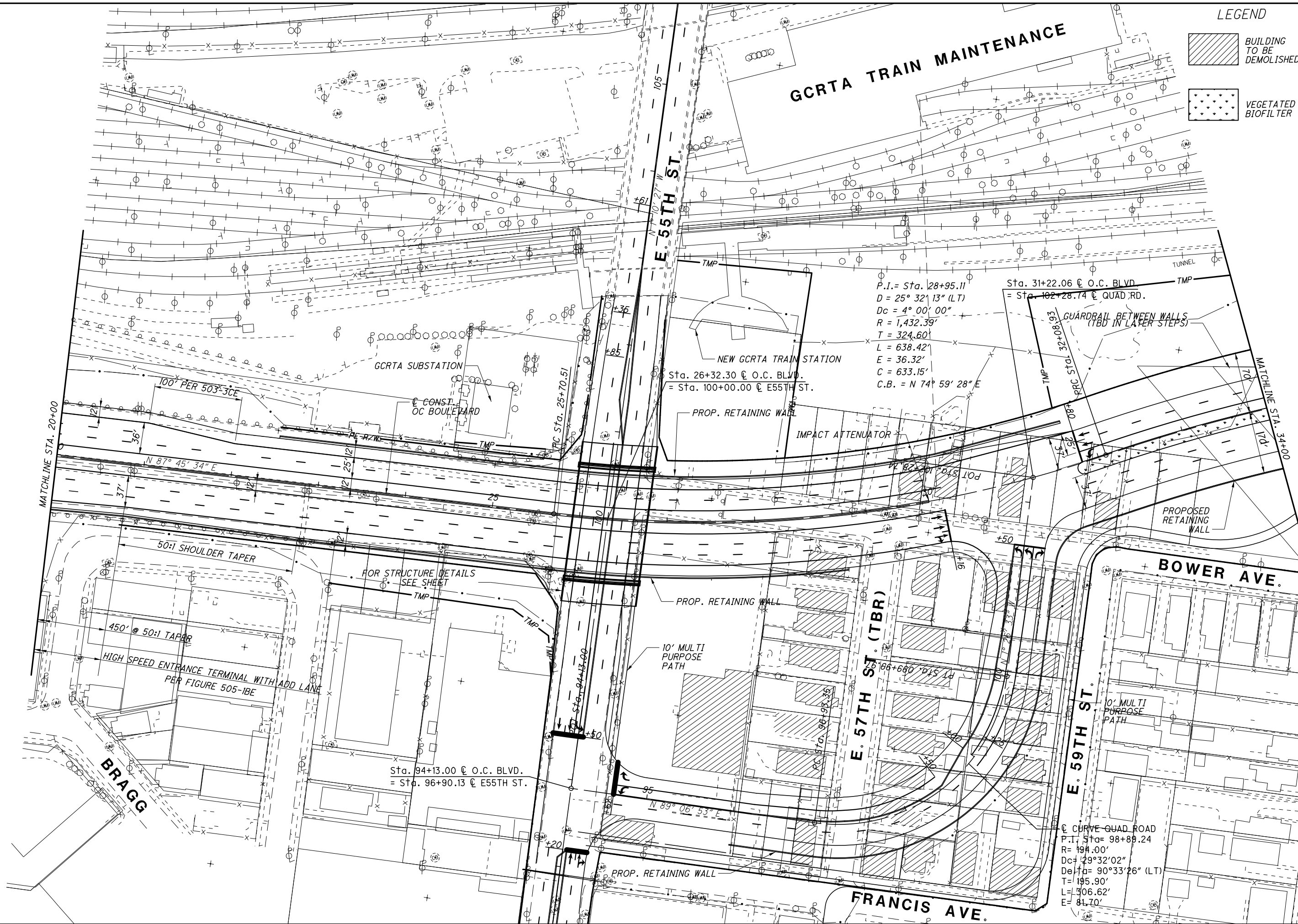
Based on the preferred alternative, JBI Scrap Processors Inc. would be relocated if the project is constructed. This is necessary to accommodate the construction of the boulevard, the quadrant roadway and the elevation changes for the grade separation at E55th Street. In addition storm and sanitary sewers will likely be relocated within this area.

If you have any further questions regarding this matter or if you require any additional information, please do not hesitate to ask.

Respectfully,

Craig K. Hebebrand, P.E.
Project Manager

Ohio Department of Transportation | District 12
5500 Transportation Blvd | Garfield Hts | Ohio | 44125
Office: (216) 584-2113 | Mobile: (216) 312-0236
E-Mail: craig.hebebrand@dot.state.oh.us



LEGEND

BUILDING TO BE DEMOLISHED

VEGETATED BIOFILTER

CALCULATED

CHECKED

0 25 50 100

HORIZONTAL SCALE IN FEET

PLAN

STA. 20+00 TO STA. 34+00

OPPORTUNITY CORRIDOR

Opportunity Corridor

From: Matt Wahl
Sent: Wednesday, November 07, 2012 1:55 PM
To: Opportunity Corridor
Subject: FW: Opportunity Corridor
Attachments: DOC482 Simon.PDF

From: Hebebrand, Craig [<mailto:Craig.Hebebrand@dot.state.oh.us>]
Sent: Wednesday, November 07, 2012 12:25 PM
To: dan@farmhousefoods.com
Cc: Lee, Amanda; Motl, John; Matt Wahl
Subject: RE: Opportunity Corridor

Dear Mr. Simon:

Please find attached an additional plan sheet to help illustrate what is described below:

Stormwater Median: There is only a stormwater median along the proposed boulevard. In front of Farm House Foods, Woodland Avenue would be a standard five lane roadway consisting of two eastbound lanes, two westbound lanes and a westbound left turn lane onto the boulevard. The left turn lane is delineated by pavement marking paint and there is no raised island or median on Woodland Avenue.

Access to rear of property from E89th Street: As shown on the attached plan sheet, E89th Street is disconnected from Woodland Avenue. East 89th Street remains connected to Buckeye Road and to Kennedy Avenue and thus retains the rear access to Farm House Foods.

If you have any further questions regarding this matter or if you require any additional information, please do not hesitate to ask.

Respectfully,

Craig K. Hebebrand, P.E.
Project Manager

Ohio Department of Transportation | District 12
5500 Transportation Blvd | Garfield Hts | Ohio | 44125
Office: (216) 584-2113 | Mobile: (216) 312-0236
E-Mail: craig.hebebrand@dot.state.oh.us

From: Dan Simon [<mailto:dan@farmhousefoods.com>]
Sent: Tuesday, November 06, 2012 4:10 PM
To: Hebebrand, Craig
Subject: RE: Opportunity Corridor

Thank you for responding so fast. I just got done unloading a semi in front of our building on Woodland Ave. I'm hoping that will still be possible after construction or we will have a major problem. Also, there is a street behind us called Kennedy which is the only exit / entrance we have other than woodland. Kennedy leads to E.89th. Will that part of E.89th remain accessible to Kennedy? If not, I would like someone to come here to discuss other options for the traffic

flow for my business. I don't want to be choked off from the front and rear. This is a retail establishment that gets very heavy traffic with delivery trucks and customer's cars.

Thank you, Dan Simon

From: Hebebrand, Craig [<mailto:Craig.Hebebrand@dot.state.oh.us>]

Sent: Tuesday, November 06, 2012 3:18 PM

To: dan@farmhousefoods.com

Cc: Lee, Amanda; Motl, John; Matt Wahl (MWAHL@hntb.com)

Subject: Opportunity Corridor

Dear Mr. Simon:

Please find attached, a plan sheet showing the proposed work in front of the referenced property. The property in question is located immediately below the "Woodland Ave" label on the sheet.

To answer the specific questions:

- Yes - Woodland Avenue will be reconstructed in front of the property.
- Woodland Avenue remains an undivided roadway in the proposed 5 lane configuration.
- Parking/stopping restrictions along curb lane would be a City of Cleveland decision once the project is constructed.

If you have any further questions regarding this matter or if you require any additional information, please do not hesitate to ask.

Respectfully,

Craig K. Hebebrand, P.E.

Project Manager



Ohio Department of Transportation | District 12
5500 Transportation Blvd | Garfield Hts | Ohio | 44125
Office: (216) 584-2113 | Mobile: (216) 312-0236
E-Mail: craig.hebebrand@dot.state.oh.us



Opportunity Corridor

From: Matt Wahl
Sent: Friday, January 04, 2013 3:21 PM
To: Opportunity Corridor
Subject: FW: Opportunity Corridor

-----Original Message-----

From: Lee, Amanda [<mailto:Amanda.Lee@dot.state.oh.us>]
Sent: Wednesday, November 14, 2012 1:39 PM
To: Matt Wahl
Subject: RE: Opportunity Corridor

Thanks Matt! I'm not sure if this gentleman had internet access. Unfortunately in this area internet access is hard to come by.

Amanda Lee, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2005

-----Original Message-----

From: Matt Wahl [<mailto:MWAHL@HNTB.com>]
Sent: Wednesday, November 14, 2012 1:21 PM
To: Lee, Amanda; Hebebrand, Craig
Cc: Sarah Brown; Opportunity Corridor; Thomas Flask
Subject: RE: Opportunity Corridor

I will be coming over to the district tomorrow morning and will bring a stack of newsletters. It is also available on the project website if people have internet access.

-----Original Message-----

From: Lee, Amanda [<mailto:Amanda.Lee@dot.state.oh.us>]
Sent: Wednesday, November 14, 2012 12:45 PM
To: Matt Wahl; Hebebrand, Craig
Cc: Sarah Brown; Opportunity Corridor; Thomas Flask
Subject: RE: Opportunity Corridor

Can I get any extra copies of the latest newsletter? A gentleman requested another copy because his was destroyed in the mail.

Thanks!

Amanda Lee, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2005

-----Original Message-----

From: Matt Wahl [<mailto:MWAHL@HNTB.com>]
Sent: Tuesday, November 13, 2012 6:49 PM
To: Lee, Amanda; Hebebrand, Craig

Cc: Sarah Brown; Opportunity Corridor; Thomas Flask
Subject: RE: Opportunity Corridor

Amanda, we will add the name and address to the mailing list. Let us know what you find out regarding the questions about E105th Street.

Thanks,

Matt

-----Original Message-----

From: Lee, Amanda [<mailto:Amanda.Lee@dot.state.oh.us>]
Sent: Tuesday, November 13, 2012 5:44 PM
To: Hebebrand, Craig; Matt Wahl
Subject: FW: Opportunity Corridor

Craig - Not sure what Vel's questions are, I can call and look into it if you would like.

Matt - Can your folks add the address she requested to the mailing list? Also, what would you like me to do with all of the returned fall newsletters?

Thanks for your help!

Amanda Lee, Public Information Officer
Ohio Department of Transportation
District 12: Serving Cuyahoga, Lake & Geauga Counties
Ph: 216.584.2005

-----Original Message-----

From: Vel Scott [<mailto:velmscott@gmail.com>]
Sent: Tuesday, November 13, 2012 3:53 PM
To: Lee, Amanda
Cc: Don
Subject: Opportunity Corridor

Dear Amanda,

I have a questions I'd like to ask you in reference to the Corridor and East 105th Street. I can be reached at 216-224-1383.

Also, I would like to have the following person listed to received your newsletters and be on your mailing list:

DON D. SCOTT
7324 Woodrow Wilson Drive
Los Angeles, California 90046

--

Vel Scott
Vel's Purple Oasis Garden
(New Image Lifeskills Academy, Inc)
(216) 224-1383

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Opportunity Corridor

From: Matt Wahl
Sent: Monday, November 26, 2012 10:13 AM
To: 'Andrew G Wright'
Cc: Craig Hebebrand; Opportunity Corridor; Sarah Brown
Subject: RE: Opportunity Corridor

Andy,

I have copied Craig Hebebrand, ODOT's project manager for Opportunity Corridor. We will be back in contact with you regarding meeting availability.

FYI - the design has not changed much at your location from what was presented at the last public meeting – impacts are still at the former Model Box Company site. I recall our conversation from the last public meeting where you expressed a concern that with your acquisition of this parcel, the roadway now bisects Forge Products property.

We will be back in touch. Hope all is well.

Matt

Matthew J. Wahl, P.E.

HNTB Ohio, Inc.
1100 Superior Avenue, Suite 1330
Cleveland, Ohio 44114
Direct: 216.377.5842
Office: 216.522.1140
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mwahl@hntb.com

From: Andrew G Wright [<mailto:andy.wright@forgeproducts.com>]
Sent: Monday, November 26, 2012 10:00 AM
To: Matt Wahl
Subject: Opportunity Corridor

Matt:

Hope you had a good summer and a happy Thanksgiving. Since Terry is gone, I am reaching out to you. I wonder if it would be possible to set up a meeting with you, the GCP Rep and ODOT. We are in the process of doing a 5 year plan. To that point, we have been hearing more buzz about the "corridor." I read in the Plain Dealer this morning that all the interested parties are searching for a solution to the money issue which makes it appear that this project may actually happen. It also appears that the route has been basically finalized and it will have a definite impact on Forge Products.

Please let me know if we can set something up and as always, we thank you.

Andrew G. Wright
General Manager
Forge Products Corporation
p: 216/231-2600 f: 216/231-0300
Website: www.forgeproducts.com
"Celebrating 50 Years of Forging"

Opportunity Corridor

From: Matt Wahl
Sent: Monday, November 26, 2012 10:50 AM
To: Craig Hebebrand; Opportunity Corridor; Sarah Brown
Subject: FW: Opportunity Corridor

From: Andrew G Wright [<mailto:andy.wright@forgeproducts.com>]

Sent: Monday, November 26, 2012 10:49 AM

To: Matt Wahl

Subject: Re: Opportunity Corridor

Matt:

Thanks for the quick response. You have a great memory as well. It does impact us because of the former Model Box property as well as the growth initiative we will be undertaking.

Thanks again and we will await your potential availabilities.

Andrew G. Wright
General Manager
Forge Products Corporation
p: 216/231-2600 f: 216/231-0300
Website: www.forgeproducts.com
"Celebrating 50 Years of Forging"

Opportunity Corridor

From: Matt Wahl
Sent: Friday, December 07, 2012 3:11 PM
To: Craig Hebebrand; Larry Hoffman
Cc: John Motl; Adin McCann; Sarah Brown; Jodi Heflin; Opportunity Corridor
Subject: 2012-12-07 Forge Products Meeting

Craig Hebebrand and I met with Andrew Wright of Forge Products this morning at their facility located on Woodland Avenue just east of E93rd Street. This is the second time that ODOT has met with Forge Products. In addition, their staff has attended the public meetings. Tabulated below is a brief summary of the discussion:

- They are a 50 year old company that has been at this site for 35 years.
- In the forging business, they are considered a small shop and employ 25 people on site.
- They recently completed an on-site office expansion
- They currently utilize 2500 lb., 4000 lb., and 6500 lb. hammers within their forging operations. The larger hammer represents 80% of their business.
- They recently acquired a 6-acre site adjacent to their northern property line. The property includes a former industrial building with 275,000 sq. ft. distributed amongst 3 floors.
- There are two smaller tenants within the building (ALUMIN-NU and Cleveland Knitting Mills)
- They previously leased a property/building east of their current site for inside storage of materials. This property has been sold and the building demolished by the current owner.
- They now use the northern building to store material. They are considering moving their machine shop, shipping, and receiving into the northern building. The building design is not ideal for their use but will work for these functions. They always envisioned that they would demolish the building at some point in the future.
- Relocation of the machine shop would facilitate the renovation and installation of a 12000 lb. hammer within their current building. This would provide a back-up to their current 6500 lb. hammer, would allow them to produce products quicker; and increase the size of the products they produce.
- The proposed OC roadway generally impacts the northern property and bisects their current land area. The remnant parcel to the north would not be usable to Forge Products since it is separated by the boulevard.
- Forge Products feels that they will need adjacent property in order to stay at their current location. A number of years back they considered a move. At the time they were given relocation estimates ranging from \$750,000 to \$2.5M, however they have added additional equipment since this time.

Andy had two distinct questions:

1. He questioned whether land was currently being acquired for the project – which was answered “No”.
2. Is it possible for the project to fund/acquire additional property and construct a building? - we then explained the real estate appraisal/relocation process and how they would be compensated for the loss of the building and land and potentially receive relocation benefits if relocation is required. Also explained that ODOT cannot buy replacement property for the owner, however the owner can use their settlement from the other land acquisition to negotiate with the adjoining owners.

We provided Andy with the current plan, profile, cross sections and impact figures for the area surrounding their property.

Andy was appreciative of our time and explanation of the process. They will continue to attend the public meeting opportunities.

Craig, please confirm that the above is complete and accurately depicts the discussions at the meeting.

Matthew J. Wahl, P.E.

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